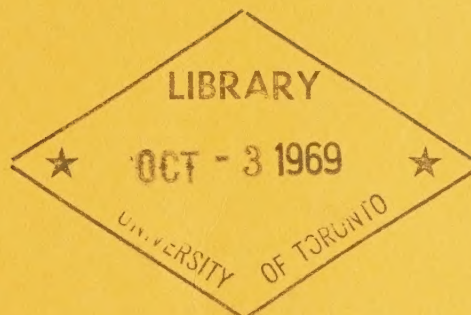


CONFIDENTIAL

TITLE: THE LONGSHORING INDUSTRY:
STRIKES AND THEIR IMPACT

AUTHOR: Stephen T. Wace,
53 Thomas Street,
Oakville, Ontario.



DRAFT STUDY

prepared for

Canada

TASK FORCE ON LABOUR RELATIONS
(Privy Council Office)

PROJECT NO.: 55 (k) (part)

Submitted: April 1968

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THE LONGSHORING INDUSTRY:

STRIKES AND THEIR IMPACT

(An extract from a confidential study
done by Stephen T. Wace.)

APRIL 1968

THE LONGSHORING INDUSTRY
(An extract from a confidential study
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STRIKES AND THEIR IMPACT

Before delving into a detailed discussion of strikes in the industry, some general pertinent points should be made.

1. During 1966 the total working time lost by strikes in Canada was the highest in 25 years.
2. If the objective of some unions for wage parity with the United States is achieved, Canada's competitive position may suffer.
3. Output per employee in 1966 increased by only 2.2% in manufacturing in Canada as compared with the 3.4% increase in the United States. In the words of the Economic Council of Canada, "the rate of annual productivity growth has not advanced as strongly as was anticipated" in the Council's First Annual Review.
4. As might be expected costs per unit in manufacturing increased 3.6% in Canada and by only .6% in the U.S.

As can readily be seen from Tables V-1 and V-2, strikes in 1966 and the man days lost due to strikes and lockouts reached a peak since 1953 and were in fact the highest in twenty-five years.

The purpose of a strike threat is to create alarm; once work has ceased a main effort of each party is to give the impression that it has sufficient strength to carry on the strike indefinitely. The economic forces set loose by such a work stoppage compel a settlement since each day the strike continues places additional pressure on both the employees and the employer to resume work.

Table V-1

Strikes and Lockouts 1953 - 1966 34/

Year	Strikes and Lockouts Beginning during year	Strikes and Lockouts in existence during year				x 10 ³	All 10 ³ Sources
		Strikes and Lockouts	Workers Involved	Duration in Man-Days			
				Man Days	% of Estimated available working days		
1953	166	173	54,483	1,312,720	0.14		
1954	155	173	56,630	1,430,300	0.15		
1955	149	159	60,090	1,375,400	0.19		
1956	221	229	88,560	1,246,000	0.11		
1957	238	245	80,895	1,477,100	0.15		
1958	251	259	111,475	2,816,850	0.25		
1959	201	216	95,120	2,225,890	0.19		
1960	268	274	49,408	738,700	0.06		
1961	272	287	97,959	1,335,080	0.11		
1962	230	311	74,332	1,417,900	0.11		
1963	310	332	83,428	917,140	0.07		
1964	327	343	100,535	1,530,550	0.11		
1965	478	501	171,870	2,349,870	0.17		
1966	582	617	411,459 x	5,076,600*	0.34		

x longshoremen involved = 4,150 or 1%
 * longshoremen involved = of mandays or 2.37%
 All longshoremen involved = 224,249.5 or 4.41%

34/ Source: Strikes and Lockouts, Canada Department of Labour. 1962-1967

Table V-2

Duration in Man-Days of Strikes and Lockouts 35/

By Industry 1959 - 1966

INDUSTRY	1959	1960	1961	1962	1963	1964	1965	1966
Agriculture	---	---	40	---	---	4,720	---	---
Forestry	1,443,390	1,840	3,580	1,540	49,740	12,150	54,460	64,630
Fishing and Trapping	---	---	---	---	---	---	---	---
Mines	25,740	20,780	31,740	41,040	53,980	69,640	58,460	450,330
Manufacturing	566,730	431,440	383,940	773,700	498,730	1,190,810	1,470,770	1,971,330
Construction	84,660	206,290	652,230	197,720	192,330	91,890	237,240	296,250
Transportation *	84,330	31,000	76,040	343,280	58,050	58,470	331,210	1,664,830
Trade	13,740	39,800	20,720	20,360	44,780	116,570	154,000	32,840
Finance	---	4,750	50	---	---	50	---	20
Service	4,610	2,760	152,700	34,310	19,120	16,120	42,070	426,370
Public Administration	3,690	40	8,040	950	410	20,130	1,060	169,300
TOTAL	2,226,890	738,700	1,335,080	1,517,900	917,140	1,580,550	2,349,870	5,076,600

* Includes communication and Longshoring
 Longshoring strike = 7.22% of 1966 transportation
 Longshoring strike = 2.37% of 1966 total
 Transportation = 32.79% of 1966 total.

35/ Source: Ibid.

The following factors have a bearing on the seriousness of any given dispute: the duration of the strike, the stock piles of the product (where applicable), the availability of substitutes and the extent to which plants or facilities are made inoperative. The seriousness of a strike situation may be measured by the extent of curtailment of the available supply of necessary goods and services as neutralized by substitute facilities or materials. A national emergency strike may therefore be defined as one which has resulted in a dangerous curtailment of supplies of necessary goods or services where substitutes were not available.

In the United States and Canada public opinion appears to determine whether or not a given dispute shall be termed a national emergency, essential industry strike or a public interest dispute. Most journalists and indeed many authors tend to use these terms as synonyms.

George Hildebrand and Irving Bernstein 36/ consider a dispute to be a national emergency only when:

1. The impact of the dispute is national rather than purely local;
2. The product or service is essential in the sense that its use cannot be dispensed with or postponed without quickly and seriously impairing the health and/or safety of the whole nation;
3. The dispute embraces a substantial part of the industry;

36/ Hildebrand, George: in Emergency Disputes and National Policy, 1955 - Harper & Bros. Publishers, New York. I.R.R.A. # 15. Pg. 25.

4. The strike has an actual as distinguished from potential effect, in that it imposes hardship rather than inconvenience upon the economy and the public.

Other authors, such as Edgar L. Warren, 37/ are of the opinion that machinery to deal with national emergency disputes should be limited to public utilities and transportation except in times of war.

As Neil Chamberlain 38/ has pointed out, the whole structure of economic relationships in our society is based on the principle of specialization of services. In general each individual becomes attached to a unit which is geared to produce goods or services of a particular, specialized type. So familiar are we with this principle of specialization of labour, which forms the basis of our mass production industries on which our rising standards of living are largely dependent, that we have taken certain of its corollaries for granted.

While division of labour establishes our dependence as consumers on other producers, and it is this that we are most inclined to consider, it is equally true that the economy of specialization leaves us dependent as producers upon other consumers.

Thus when considering the total effect of a strike one must take into account the effect on the following:

37/ Warren, Edgar L. "36 years of National Emergency Strike" Industrial and Labour Relations Review, October 1951. Pp. 2-15.

38/ Chamberlain, Neil and Schilling, Jane. The Impact of Strikes. Harper & Bros. Publishers, New York. 1954. Pp. 8-22

1. household consumers of the strike product;
2. the direct producers, by which is meant (a) non-party members and families of all members of the struck unit, (b) commercial users of the struck product, (c) suppliers of the struck unit and its members;
3. the indirect producers who are (a) the suppliers of the commercial users of the struck product and suppliers of the suppliers of the struck firm and (b) commercial users of the products of the commercial users of the struck product; and
4. household consumers patronizing any of the indirect producers whom we will call indirect consumers.

Duration is of course vitally important in determining the effect of a strike on consumers; but duration is significant only because it effects each of the following three continua: (1) the cultural necessity for the product, (2) stock effect and (3) the substitutability effect. It is not a separable measurement, but rather something that enters into the measurements of cultural necessity, stock and substitutability effects. How long a strike is protracted would be of no importance if the struck product were considered unnecessary - i.e. with loss of production having no effect on consumption of the product and with highly substitutable products available in any case.

Government intervention is usually undertaken in the public interest; but what is the public interest? Can one look beyond the unreflective principle that intervention should occur when public opinion

demands it? One must consider that public opinion is quite likely to be indiscriminating and hence subject responsible public officials to unreasonable pressures to precipitate action even though it may not be warranted.

Generally speaking three objectives may be said to underline the Government's intervention into collective bargaining disputes:

1. to postpone or stop a strike or prevent a threatened "national emergency".
2. to aid in the process of bargaining and facilitate a settlement, or
3. to encourage terms of settlement believed to be more in accord with the public interest than a privately negotiated settlement.

However, intervention normally has the effect of postponing the economic pressures that provide the ultimate incentive to the settlement of all major disputes between labour and management.

Even if the Government delays intervention in the hope that economic pressures will force a settlement, experience again demonstrates that the stoppage will often be prolonged until the Government is forced to act. This is the case particularly if the parties have some reason to believe that the Government will sooner or later move to halt the stoppage. As a general rule, therefore, the less ready the Government is to intervene, the more likely that the parties will find their own solution through collective bargaining.

Unemployment in an industry itself and lay-offs in supplier

and user industries begin to cause hardships on individual workers and their families, with an adverse effect on the local economies. Thus it may be said that the pressures favouring Government interventions are great and varied in most disputes.

One form of intervention which from Appendix C would appear to be growing more common, at least in industries under Federal jurisdiction, is that of compulsory arbitration. In the past thirty years legislation has been enacted regarding seven disputes: five of these have occurred from 1960 to 1967. Does this not suggest a trend toward greater intervention by Government?

Dean H.D. Woods has said that "a fundamental weakness in the Canadian system (or dispute settlement) is that it overlooks the positive role of the work stoppage as a catalyst in negotiations". ^{39/} Further he states that "the principal weaknesses in the Canadian system are the overemphasis on industrial peace; the extension of a system, originally applied successfully to public interest disputes only, to cover all disputes; and the failure to solve the constitutional problem of reallocating jurisdiction from province to Dominion or vice versa as the realities of evolving Canadian industrialism dictate". ^{40/}

^{39/} Woods, H.D. "United States and Canadian Experience: A Comparison" in Public Policy and Collective Bargaining. Shister, J. et al eds. Industrial Relations Research Association, New York, 1962. Pp. 231.

^{40/} Ibid. Pp. 236

These were very real problems in 1962 and still are today. However, the preservation of Canada's competitive advantage must be ranked as an important objective. The persistent trend of significantly high price and cost increases is most unlikely to be tolerable without sooner or later reducing Canada's competitive position in the world market.

It may safely be said that if the recent outburst of industrial chaos is not reduced to a minimum, Canada, her people and her economy will suffer.

Let us now turn to the longshoring industry and the record of work stoppages it has compiled over the last decade. Table V-3 sets out the name of the firm, the location of the cessation, the union and local involved, the duration of the stoppage, the dates, the number of employees involved, the man days lost and an estimate of the intensity of the strike. The latter is expressed as percentage of man days lost in relation to man days available. It should be noted that since 1956 there have been 539,363 man days lost through work stoppages in the industry and that 224,249 of these or 41.57% were lost in 1966 alone. At a glance one can determine that the trend is toward longer and more frequent strikes.

Several union officials when consulted on the matter of single company versus industry wide or regional strikes suggested the former were not feasible since shipping is not a consumer commodity and the source or brand name of the product or service is of little concern

Table A-2

LONGSHORING:

SHIPMENTS + LOGISTICS

1950 - 1959

YEAR	FIRM	LOCATION	LOCAL	DATE	EMPLOYEES INVOLVED	DAYS LOST	MAN-DAYS LOST	INMUNITY
1956	Anglo-Nfld. Development	Botwood, Nfld.	Ind.	Aug. 31-Sept. 4	451	24	1015	.
1957	British Yukon Navigation	Vancouver, B.C.	ILMU 503	April 28-30	47	1 1/2	70.5	---
1958	St. John's Employers' Assoc.	St. John's Nfld.	Ind.	Aug. 21-Sept. 13	900	28	25200	
	Shipping Fed. of Canada	B.C. Coast	ILMU	Aug. 21-Sept. 24	1300	33	+2300	
	Pacific Stevedoring	Prince Rupert, B.C.	ILMU 505	Sept. 3-24	32	14 1/2	464	
	Northland Navigation	Prince Rupert, B.C.	ILMU 505	Nov. 7-11	16	4	64	3.20
1959	Cdn. Stevedoring - S.F. of B.C.	Port Alberni, B.C.	ILMU 503	May 21-22	173	1 1/2	259.5	.01
1960	Nfld. Employers' Assoc.	St. John's, Nfld.	Ind.	Jan. 2-4	30	1	30	
	Anglo-Nfld. Development	Botwood, Nfld.	Ind.	June 10-11	240	1 1/2	360	
	Shipping Fed. of Canada	Montreal, P.Q.	375 al	Sept. 23-27	2900	4 1/2	13050	
	Nfld. Employers Assoc.	St. John's, Nfld.	Ind.	Oct. 10-12	140	2	280	
	Hamilton Harbour Comm.	Hamilton, Ont.	1379	Oct. 13-19	30	1	30	.57
1961	5 Stevedoring Co's	Hamilton, Ont.	1829	May 12-19	150	7	1050	
	5 Stevedoring Co's	Hamilton, Ont.	1634	July 12 Aug. 18	196	36	7056	
	Cullen Stevedoring Co.	Toronto, Ontario	1842	May 25-26	60	1	60	
	3 Stevedoring Firms	Toronto, Ontario	1842	July 10-Aug. 13	585	34	19890	1.15
1962	Northland navigation	Prince Rupert, B.C.	ILMU 505	March 5	28	1	28	
	Three Rivers Shipping	Trois-Rivières, P.Q.	1346	May 7-26	76	17	1292	
	Three Rivers Shipping	Trois-Rivières, P.Q.	1846	June 8-12	36	4	144	
	3 Stevedoring Firms	Toronto, Ontario	1842	Oct. 15-16	295	1	295	.09
	Stevedoring Co's	Hamilton, Ontario	1654	Nov. 7-13	135	42/3	630	
1963	Shipping Fed. of Canada	Mtl., P.Q. Jr.	375al	Sept. 9-11	2500	2	3000	
	Shipping Fed. of Canada	Mtl., P.Q. Jr.	375al	Oct. 4-14	3800	10	38000	
	Stevedoring Firms	Toronto, Ontario	1842	July 23-26	500	3	1500	
	Shipping Fed. of B.C.	Vancouver, N.W. Minister	ILMU	July 19-20	1700	1	1700	
	Sorel Dock + Stevedoring Co.	Sorel, P.Q.	CNTU	April 1-May 29	12	44	528	
	Shipping Fed. of B.C.	B.C. Ports	ILMU	Nov. 4-5	2500	1	2500	.94
	Nfld. Employers Assoc.	St. John's, Nfld.	Ind.	Oct. 26			4,228	

YEAR	FIRM	LOCATION	LOCAL	DATE	EMPLOYEES INVOLVED	DAYS	MANDAYS LOST BY YEAR	INTENSITY*
1964	Nfld. Employers Assoc.	St. John's, Nfld.	Ind.	May 21	350	206 1/2	113575	
	Shipping Fed. of Canada	St. Lawrence	1739	Nov. 9-10	3500	1	3500	
	Coastal Stevedoring	Summerside, P.E.I.	----	Oct. 24-26	50	2 1/2	125	
	5 Stevedoring	Toronto, Ontario	1849	Oct. 22-24	600	2 1/2	1500	
	Hamilton Shipping	Hamilton, Ontario	1654	Aug. 10-13	100	1 1/2	150	
	Clark Terra Nova Services	St. John's, Nfld.	Ind.	April 17-June 30	30	50	1500	
	Nfld. Employers' Assoc.	St. John's, Nfld.	Ind.	April 24-June 13	393	50	19650	
	Shipping Fed. of Canada	Montreal, P.Q.	375	June 15-18	1800	3	5400	
	Hamilton Shipping Co. Ltd.	Hamilton, Ontario	1654	June 26-29	70	4	280	14.000
	Hamilton Shipping Co. Ltd.	Hamilton, Ontario	1654	Nov. 13-19	60	1 1/2	30	
	Pacific Coast Hydro carbons	Victoria, B.C.	ILWU 501	Aug. 9-12	10	3	30	
	Various Co's	Hamilton, Ontario	1654	Aug. 26-27	150	1	150	
1965	Furness Withy Co. Ltd.	Montreal, P.Q.	375	Oct. 4-13	125	1	1125	
	Hamilton Shipping Co. Ltd.	Hamilton, Ontario	1654	Nov. 21-22	70	1	70	
	Hamilton Terminal Operators	Hamilton, Ontario	1379	Nov. 12-13	75	1 1/2	37.5	
	C.N.R.	Cowichan Bay, B.C.	ILWU 885	Feb. 25-27	20	3	60	
	National Harbours Board	St. John, N.B.	273	Feb. 12-15	1500	3	4500	6037.5
	Hamilton Shipping Co. Ltd.	Hamilton, Ontario	1654	Nov. 26	70	1 1/2	35	
	Nfld. Employers Assoc.	St. John's, Nfld.	Ind.	Feb. 28-March 8	44	6	264	
	National Harbour Board	Montreal, P.Q.	375	April 11-22	3500	2 1/8	7437.5	
	Toronto Harbour Comm.	Toronto, Ontario	1869	April 22-23	293	1	293	
	Gullen Stevedoring	Toronto, Ontario	1842	April 23	30	1 1/2	15	
	Eastern Canada Stevedoring	Toronto, Ontario	1842	April 23	90	1 1/2	45	
	Hamilton Shipping Co. Ltd.	Hamilton, Ontario	1654	June 9-10	192	1	192	
1966	Furness Withy & Co. Ltd.	Halifax, N.S.	269	June 13-15	40	2	30	
	Toronto Harbour Comm.	Toronto, Ontario	1869	June 24-29	507	3	1761	
	Shipping Fed. of Canada	Ntl. J. R. P.Q.	375al	May 16-June 13	4150	29	20350	
	Hamilton Shipping Co. Ltd.	Hamilton, Ontario	1654	July 11-25	174	10	1740	
	Hamilton Harbour Comm.	Hamilton, Ontario	----	Nov. 11	24	1 1/2	12	
	Coastal Stevedoring	Summerside, P.E.I.	----	Nov. 23-26	100	1	100	
	E.C.N.E.a.	B.C. Ports, B.C.	ILWU	Nov. 17-Dec. 3	4180	22	9180	22424.5
TOTAL MANDAYS LOST								

* Intensity = Mandays lost expressed as a percentage of mandays available

MONTREAL'S 1965 INTENSITY IN MONTREAL
MONTREAL'S 1965 INTENSITY IN RELATION TO INDUSTRY

533563 av. 2.21

→ 1.22
→ 1.23

to the purchaser or user. This theory, however, in practice, has not been sustained. The unions have prided themselves on being able to "knock-over" one employer at a time on various issues and then use this as a club on the more stubborn firms. Thus a pattern of "whipsawing" has emerged. The shipsaw pattern does not hold on the River for contract negotiations, but rather in the day-to-day operations. For instance the union makes a unilateral decision on an issue, and then "blackmails" one company at a time until all have conceded the issue.

Industry executives have expressed the opinion that their companies would lose a large percentage of their customers if the companies were struck individually. Quite possible such a policy might force many companies out of business and hence their employees out of work. This is undoubtedly realized by the union and therefore the regional or area wide strike is preferred during negotiations.

It is highly unlikely that there will ever be an industry strike in longshoring for the simple reason that the I.L.W.U. on the West Coast, the I.L.A. on the East Coast together with the Longshoremen's Protective Union and the C.B.R.T. in Newfoundland would all have to agree to strike at the same time. Any industry wide strike which might occur would most likely be coincidental and the likelihood of such an event is remote. The possibility of regional strikes however is much greater.

I shall now turn to a closer look at the five disputes which have resulted in recorded cessations of work in Montreal since 1960. I say recorded because it is impossible for one to enumerate the number of

minor daily stoppages during this period.

The first stoppage began on September 23, 1960 when all stevedores, members of I.L.A. locals # 375, 1552, 1657 and 1845, totaling 2,900 workers refused to report for work claiming they were attending meetings called by the Union.

The cause of the dispute was the Brown and Ryan Limited, one of the stevedoring firms which the Federation represents, had a foreman that the union insisted on being removed. The union maintained that he was being too rough on their members. Brown and Ryan refused to discharge the foreman and, in protest, the stevedores refused to continue to work. (This refers to the now famous Lelièvre case.)

The walk-out affected all stevedoring firms that supply longshoremen in the Harbour of Montreal, with the result that the loading and discharging of cargoes was brought to an abrupt halt for four and a half days.

The dockers returned to work on September 27th when the Federation and Union agreed that the foreman would be relieved of his duties as such.

This was the first illegal stoppage which ultimately resulted in what may be termed a management victory.

However, it took a lot of time to receive an award and the relationship which resulted was less than desirable for either the

Company or especially for the individual concerned.

The second dispute also terminated in an illegal walk-out on September 9, 1963. The collective agreement between the Shipping Federation and the I.L.A. had expired December 31, 1962 with negotiations commencing the following month. The principal demands were as follows:

1. A two year agreement
2. A 35¢ per hour increase
3. Better Social security clauses
4. Better retirement plan
5. More holidays.

In March the longshoremen had rejected an offer of 12¢ per hour and negotiations continued with little progress being made. The issues were presented to a Conciliation Board.

On September 8th, the members of Local #375 held a general meeting and the leaders asked that the issue be submitted to arbitration. The longshoremen gave their acceptance. However, on the next morning they decided to act differently and a walk-out spread through the Harbour.

Reportedly it was members of Local #375 that inspired their "brothers" in locals 1657 and 1552 to stop their work. Within a half hour all the members of the various locals had assembled in front of their union hall to protest against the speed with which negotiations were proceeding.

The members decided to return to work on September 11th with

the announcement that an arbitration board had been established by the Federal Department of Labour.

The union leaders announced that a further general assembly would be held on the 22nd to report on the progress being made and to determine whether or not further walk-outs would be necessary to aid in the progress.

On October the 4th longshoremen of the three locals set up picket lines at all entrances to the Port of Montreal immediately stopping the loading and discharging of cargoes. This action stemmed from an argument made by the I.L.A. to return to work on September 11, providing an acceptable agreement be signed prior to September 26th. All appeared peaceful on the 4th.

However, the tone of the picketers changed on the following day and it became exceedingly difficult and dangerous for persons to cross into the harbour area. By October 8th, only harbour and local police had access.

Finally agreement was reached on October 11th and the Union members accepted the offer on the 12th agreeing to return to work on October 14th.

On June 15, 1964 members of Locals 375, 1657, and 1552 staged their fourth illegal work stoppage refusing to return until the condition of their pension fund was examined and an accounting be given of the findings of the inquiry promised as part of the settlement in October 1963.

The Federation took the position that the walk-out was an illegal cessation of work and informed the Minister of Labour that the Union would be held responsible for damages resulting from the stoppage.

According to the eight trustees, four from each the Federation and I.L.A., their mandate allowed them to increase benefits if warranted. The result was the the dockers returned to work on June 18 on the promise of Judge Lippe that the board report would be submitted to the members not later than August 15th and that the benefits would not be changed.

Although the fifth illegal work stoppage which occurred from May 9 to June 16, 1966 is recorded as being caused by a dispute over parking privileges on the harbour property, it may be assumed that 38 day strikes do not occur over parking priveleges. Rather the real reason for the stoppage was the failure of the Federation and I.L.A. to agree on terms for a new contract then being negotiated. Since the parties had not been through the conciliation board stage required prior to a legal strike under federal jurisdiction, the issue of parking privileges was used as a scape-goat.

Since the terms of settlement will be discussed more fully in the following chapter, it is suffice to say that the following issues were in contention:

1. The size of the wage increase
2. the gang of cargo

3. strapping of cargo
4. sling load limits
5. health and safety
6. calls and recalls
7. job security

Although the issue of wages were settled on June 14, 1966, it was not until November 1, 1967, that the terms of settlement for the other issues were dictated by Dr. Laurent Picard in his Industrial Inquiry Commission Report.

It may well be assumed that although the terms of settlement are neatly written out, there is still a great deal of dissension existing over their interpretation.

Let us now turn to an examination of what a longshoring strike in a port, using Montreal as an example, actually means.

The first thing one must do in this regard is to establish what parties are affected. It should be recognized that if one were to rely on press clippings for such a task, the whole nation would be affected. However, as a jumping off point I have chosen to look at the parties directly concerned - management and the union.

Management here is used collectively to cover contracting stevedore firms as well as shipowners, operators, agents and port administrations.

Since it is assumed that the Port of Montreal suffered because of the strike, it was thought possible that either or both of the ports of Toronto and Halifax may have benefited from Montreal's misfortune.

From Table V-4-a, it may be seen that Toronto's income for every item reached a peak. It is particularly interesting to notice the increase in revenues derived from berthage, heavy lifts and terminal operations. 1966 overall showed a \$1,079,942 increase in revenue over 1965 which was supposed to have been a bumper year with 1966 expected to be average.

In Halifax (Table V-4-c) revenues derived from harbour dues and top wharfage increased considerably. Revenue from grain elevators decreased, however. Overall, revenues in the port increased by only \$62,704 over the 1965 figure. Thus it appears that the Toronto port may have benefited more than Halifax.

In studying the effect the strike had on the Port of Montreal as far as revenue is concerned, Table V-4-b shows that income from harbour dues increased over the 1965 level, monies accruing from property rentals increased as did dockage and wharf space rentals. Only top wharfage and miscellaneous incomes under the heading of wharves and piers proved to decrease. Further monies from grain elevators, cold storage and permanent sheds all increased while revenue from the railway system did decline somewhat. All in all, despite the thirty-eight day strike the ports' revenue still increased by \$1,113,917 over 1965 which was consi-

TABLE V - 4 - a

TORONTO HARBOUR INCOME

1959 - 1966
(in dollars)

Revenue in dollars	<u>1959</u>	<u>1960</u>	<u>1961</u>	<u>1962</u>	<u>1963</u>	<u>1964</u>	<u>1965</u>	<u>1966</u>
Cargo Dues 1/	364,860 2a/	368,057 2b/	393,082 2c/	335,513	394,139	423,802	481,722	486,759
Berthage 2/	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	67,875	205,840
Heavy Lifts	5,218	7,040	2,894	14,649 4/	17,963	16,225	17,795	33,356
Terminal Operations 5/	N.A.	N.A.	N.A.	1,385,259	1,608,605	2,029,625	2,840,075	3,761,454
Terminal Lease	275,072	363,897	376,764	N.A.	N.A.	N.A.	N.A.	N.A.

1/ Amount billed to cover port overhead.

2/ Includes payment of (a) \$69,691 for 10 years pipeline deal expiring in 1961
(b) 71,365
(c) 71,169

3/ Berthage (harbour dues) instituted October 1, 1965, as direct result of increased labour costs. (N.A. = Not applicable)

4/ 1962 Atlas Heavy Duty Crane installed.

5/ Toronto Harbour Commissioners took over operation of terminals in 1962
Prior to this they had leased them to various parties.

TABLE V - 4 - b
MONTREAL
INCOME AND EXPENSES *
1959-1966 (in dollars)

	1959	1960	1961	1962	1963	1964	1965	1966	TREND 1959-1965	1966 ACTUAL	TREND- 1966 INCREASE (DECREASE)
<u>Operating Income</u>											
(1) Wharves & Piers											
Harbour Dues	\$ 106,804	115,402	125,672	128,921	119,321	343,952	381,411	407,142			
Property Rentals	39,935	31,838	43,281		64,405	66,740	76,785	133,284			
Top Wharfrage	2,919,916	3,531,060	3,738,843	3,744,640	3,691,230	3,939,085	4,844,446	4,818,984			
Dockage	680,781	343,719	1,013,284	1,022,291	1,056,683	1,193,010	1,352,402	1,600,270			
Wharf Space Rentals	341,256	540,267	490,905		489,733	458,629	652,826	677,655			
Miscellaneous	101,065	92,669	133,136		142,703	165,193	164,284	146,950			
Sub Total	<u>4,189,755</u>	<u>5,262,955</u>	<u>5,545,121</u>	<u>4,895,852</u>	<u>5,564,075</u>	<u>6,166,609</u>	<u>7,472,154</u>	<u>7,778,585</u>	+ 542,066	+ 306,431	(-240,635)
(2) Grain Elevators											
Elevation	1,614,008	1,552,460	1,841,474		2,779,572	2,795,967	3,017,874	4,265,013			
Storage	952,379	1,118,004	1,191,263		1,152,366	1,203,960	1,294,565	1,387,393			
Rentals											
Miscellaneous	198,867	130,121	73,473		51,675	247,880	308,717	151,610			
Sub Total	<u>2,765,254</u>	<u>2,770,585</u>	<u>3,106,210</u>	<u>2,888,552</u>	<u>3,983,613</u>	<u>4,247,807</u>	<u>4,621,156</u>	<u>5,804,016</u>	<u>309,317</u>	<u>1,182,860</u>	<u>870,543</u>
(3) Cold Storage											
Storage	447,467	410,616	478,258		451,691	415,292	325,675	428,304			
Miscellaneous	103,890	109,534	119,701		174,417	181,358	212,834	187,371			
Sub Total	<u>551,357</u>	<u>520,150</u>	<u>597,959</u>		<u>626,108</u>	<u>596,650</u>	<u>538,509</u>	<u>615,675</u>	(2,569)	<u>77,166</u>	<u>79,735</u>
(4) Permanent Sheds											
Shed Rentals	659,995	1,014,424	1,049,708	1,632,611	1,178,145	1,331,149	1,812,785	1,982,629			
Storage	43,901	44,907	52,740		40,509	63,737	35,573	7,133			
Miscellaneous	1,070	317	3,753		15,568	25,460	24,964	90,362			
Sub Total	<u>704,966</u>	<u>1,059,648</u>	<u>1,106,201</u>	<u>2,925,612</u>	<u>1,234,222</u>	<u>1,420,346</u>	<u>1,873,222</u>	<u>2,080,124</u>	<u>233,671</u>		<u>206,802 (26,869)</u>
(5) Miscellaneous	589,865	607,673	646,038	743,243	587,114	548,240	656,253				
Railway System	659,390	641,426	572,290	544,758	572,019	637,771	719,086	715,997	32,435	3,089	35,524
Total	<u>2,460,587</u>	<u>10,862,437</u>	<u>11,573,819</u>	<u>10,710,016</u>	<u>12,567,151</u>	<u>13,617,423</u>	<u>15,880,480</u>	<u>16,994,322</u>	<u>1,059,982</u>	<u>11,139,917</u>	<u>42,935</u>
<u>Operating Expense</u>											
(1) Operation & Maintenance											
Wharves & Piers & Harbour	812,941	1,243,344	1,312,952	1,524,350	1,502,892	1,436,306	1,698,350	2,542,556			
Grain Elevators	2,373,098	3,120,751	2,918,109	2,924,131	3,435,744	3,685,580	3,444,338	6,140,196			
Permanent Sheds	320,304	346,120	400,774	467,175	420,023	404,777	393,617	1,085,139			
Miscellaneous	730,534	787,820	901,697	793,518	625,103	634,030	685,144	3,737			
Cold Storage	501,433	506,447	494,089	488,254	472,824	466,911	438,175	605,662			
Railway System	987,969	974,688	900,840	898,374	870,642	797,875	805,009	1,068,282			
Sub Total	<u>5,726,279</u>	<u>6,972,170</u>	<u>6,928,461</u>	<u>7,095,802</u>	<u>7,327,228</u>	<u>7,428,085</u>	<u>7,464,333</u>	<u>11,445,572</u>			
(2) Administrative											
Salaries	182,263	184,991	214,114		222,251	245,881	265,142	323,478			
Cont. to Pension Plan	158,574	177,108	205,536		223,949	246,216	262,621	455,127			
Office Expenses	17,540	23,378	21,516		40,378	47,982	55,876	57,325			
Miscellaneous	273,754	279,598	298,352		485,595	542,505	746,883	722,714			
Sub Total	<u>632,131</u>	<u>665,075</u>	<u>739,518</u>	<u>875,350</u>	<u>972,173</u>	<u>1,082,584</u>	<u>1,330,522</u>	<u>1,558,644</u>			
Total	<u>6,358,410</u>	<u>7,644,245</u>	<u>7,667,979</u>		<u>8,299,401</u>	<u>8,510,669</u>	<u>8,794,855</u>	<u>13,004,216</u>			
Net Operating Income	<u>3,102,177</u>	<u>3,218,192</u>	<u>3,905,840</u>	<u>2,738,864</u>	<u>4,267,750</u>	<u>5,106,754</u>	<u>7,087,625</u>	<u>3,990,181</u>			

* SOURCE: National Harbours Board Annual Reports and Supplements.

TABLE V - 4 - c
HALIFAX
INCOME AND EXPENSE *
1959 - 1966
(IN DOLLARS)

	1959	1960	1961	1962	1963	1964	1965	1966	1959-1965 TREND	1966 ACTUAL	TREND - 1966 INCREASE (DECREASE)
<u>Operating Income</u>											
(1) Wharves & Piers											
Harbour Dues	55,850	53,390	51,610	49,818	49,365	116,173	126,931	129,158			
Property Rentals	25,636	26,153	29,615		33,034	39,954	40,013	35,294			
Top Wharfage	412,337	439,495	476,707	465,786	440,682	536,115	581,701	676,644			
Dockage	126,626	160,604	188,735	182,116	197,156	235,784	247,540	251,791			
Wharf Space Rentals	45,612	46,397	38,131		39,843	40,906	34,987	27,882			
Miscellaneous	1,007	779	539		23,217	1,386	613	10,513			
Sub Total	667,078	726,818	785,237	697,720	822,097	970,317	1,041,785	1,131,982	41,722	90,197	48,475
(2) Grain Elevators											
Elevation	221,029	201,532	257,758		295,261	395,226	365,651	343,708			
Storage	199,121	299,454	225,502		268,346	255,750	223,796	226,182			
Rentals	2,600	-	50		50	50	50	48			
Miscellaneous	12,581	24,723	32,847		60,320	54,430	49,114	49,750			
Sub Total	435,331	525,709	516,157	527,068	623,977	705,506	658,611	619,688	37,213	(38,923)	(76,136)
(3) Cold Storage											
Storage	265,662	283,207	285,183		219,250	224,966	232,362	249,980			
Miscellaneous	132,087	123,578	124,379		210,106	243,716	257,666	285,090			
Sub Total	397,749	406,785	409,562	385,705	429,356	468,682	490,628	535,070	19,456	44,442	24,986
(4) Permanent Sheds											
Shed Rentals	114,505	123,099	116,966		132,941	140,431	137,177	143,262			
Storage	45,164	435,580	48,222		36,299	32,363	49,517	47,613			
Miscellaneous	167,012	163,561	181,156		199,690	208,992	212,290	210,534			
Sub Total	326,681	330,240	346,344	190,547	368,930	381,786	398,984	401,422	14,460	2,445	(12,015)
(5) Miscellaneous	71,921	67,343	73,770	338,577	67,732	81,782	70,605	25,148			
Sub Total	1,898,760	2,056,895	2,131,170	2,139,617	2,313,292	2,608,074	2,650,613	2,713,217	112,851	98,161	(14,690)
<u>Operating Expense</u>											
(1) Operat. & Maintenance											
Wharves & Piers	307,168**	374,819**	376,990**	440,625**	383,553**	389,723**	690,974**	429,941**			
Grain Elevator	354,202	400,770	505,481	423,300	450,360	618,751	609,979	812,911			
Permanent Sheds	332,900	424,551	357,336	377,782	336,800	367,343	360,630	936,554			
Miscellaneous	82,527	85,100	67,656	75,812	77,893	92,288	67,949	3,303			
Cold Storage	362,222	395,475	449,893	473,060	413,528	422,202	403,551	557,190			
Sub Total	1,439,019	1,680,715	1,757,336	1,790,579	1,662,134	1,890,307	2,133,083	2,739,897			
(2) Administrative Expense											
Salaries	80,858	83,223	88,079		91,359	95,643	78,158	97,086			
Contrib. to Pension plan	38,064	40,437	51,796		46,835	59,636	55,380	159,019			
Office Expenses	7,468	8,504	8,884		7,918	8,808	11,673	11,491			
Miscellaneous	63,515	74,545	89,898		99,935	98,989	103,107	129,720			
Sub Total	189,905	206,709	238,657	255,466	246,047	263,076	248,118	397,316			
Total	1,628,924	1,887,424	1,995,993	2,046,045	1,908,181	2,153,383	2,381,401	3,137,215			
Net Operating Income	269,836	160,471	135,177	92,572	405,111	454,691	269,212	422,898			

* SOURCE: National Harbour Board Annual Reports and Supplements.

** Includes Harbour maintenance - e.g. dredging.

dered to be a bumper year. However, the port's expenses also increased that year, cutting the net operating income by 43%.

From Table V-5-a it may be seen that, according to D.B.S., the three ports in question all received less ships in 1966 than they did in 1965. Toronto declined by 1.45%, Halifax by 3.88% and Montreal by 1.26%. Thus from this it appears that Montreal suffered the least setback in the number of vessels arriving.

When one looks at Tables V-5-b,c, and it becomes evident that Montreal was able to delay the handling of the ships caught by the strike until a slack period in the summer. It is interesting to note the number of vessels entering the port in the pre-strike period, i.e. March, April and the beginning of May and the number entering in the two month period following the settlement. It appears to have taken about two months to clear the back-log.

From Table V-5-d it appears that the diversion effects, such as they might have been, were not felt until the very end of May for ocean-going vessels. In June it would appear that a few vessels of each class were rerouted or diverted to Halifax.

Unfortunately monthly figures for the Port of Toronto are not available for analysis. Qualitatively, however, officials felt that a few ships were rerouted or diverted during the course of the strike.

All in all one might conclude that had the strike not occurred Montreal may possibly have enjoyed her best shipping season to

TABLE V - 5 - a

VESSELS IN/OUT BY PORT *

1959 - 1966

(WITH AVERAGE NET REGISTERED TONNAGE)

		TORONTO	NET REG'D TONNAGE (AV/VESSEL)	MONTREAL	NET REG'D TONNAGE (AV/VESSEL)	HALIFAX	NET REG'D TONNAGE (AV/VESSEL)
1959	Ocean	2,431	2,025	5,612	3,248	3,001	3,839
	Coastal	552	1,951	7,967	1,244	1,752	1,125
	Total	2,983		13,579		4,753	
1960	Ocean	2,317	2,180	5,308	3,598	2,779	3,800
	Coastal	1,966	1,645	7,695	1,291	1,646	1,259
	Total	4,283		13,003		4,425	
1961	Ocean	2,205	2,478	5,639	3,779	2,915	3,520
	Coastal	2,198	1,718	6,666	1,645	1,760	1,309
	Total	4,403		12,305		4,675	
1962	Ocean	2,738	2,562	5,564	3,998	2,267	4,309
	Coastal	1,936	1,991	5,596	1,889	1,708	1,427
	Total	4,674		11,160		4,975	
1963	Ocean	3,072	2,727	5,383	4,028	2,011	4,551
	Coastal	1,372	1,828	4,986	2,263	1,563	1,511
	Total	4,444		10,369		3,574	
1964	Ocean	2,755	3,090	5,921	3,932	1,960	4,250
	Coastal	1,398	1,919	5,188	2,186	1,599	1,638
	Total	4,153		11,109		3,559	
1965	Ocean	2,695	3,298	6,959	4,119	1,908	5,370
	Coastal	1,096	2,272	5,089	2,292	1,614	1,600
	Total	3,791		12,048		3,522	
1966	Ocean	2,623	3,214	6,832	4,354	1,965	5,360
	Coastal	1,113	2,488	5,063	2,503	1,420	1,734
	Total	3,736		11,895		3,385	

* SOURCE: Dominion Bureau of Statistics: Shipping Reports, 1959 - 1966

TABLE V - 5 - b

TORONTO

VESSEL ARRIVALS *

1959 - 1966

	<u>1959</u>	<u>1960</u>	<u>1961</u>	<u>1962</u>	<u>1963</u>	<u>1964</u>	<u>1965</u>	<u>1966</u>	<u>TREND</u>	<u>PROJECTION</u>
FOREIGN	862	854	814	1,004	994	1,080	1,137	1,144	+ 46	1,009
DOMESTIC	1,474	1,407	1,366	1,321	1,279	951	836	816	- 106	1,127
TOTAL	<u>2,336</u>	<u>2,261</u>	<u>2,180</u>	<u>2,325</u>	<u>2,273</u>	<u>2,031</u>	<u>2,073</u>	<u>1,960</u>	<u>- 44</u>	<u>2,167</u>

* SOURCE: Toronto Harbour Commissioners, D.T. Weir, Comptroller.

TABLE - 5 - c

MONTREAL

VESSEL ARRIVALS *

BY MONTH 1959 - 1966

		1959	1960	1961	1962	1963	1964	1965	1966	TREND	PROJECTION
January	Ocean Going Coastal	0 0	0 0	0 0	0 0	0 1	4 0	3 6	12 5		1
February	Ocean Going Coastal	0 0	0 0	0 0	0 0	2 5	3 8	6 16	13 19	+ 2 + 5	6 8
March	Ocean Going Coastal	0 3	5 2	1 6	5 13	8 9	9 22	17 29	32 40	+ 3 + 4	9 16
April	Ocean Going Coastal	209 176	230 171	233 207	227 136	217 141	305 223	278 197	295 229	+ 12 + 4	255 183
May	Ocean Going Coastal	422 406	452 352	489 294	469 273	425 249	482 287	501 281	452 265	+ 13 - 21	476 327
June	Ocean Going Coastal	471 362	478 336	482 324	466 291	397 276	479 265	465 291	421 268	- 1 - 12	462 295
July	Ocean Going Coastal	461 405	457 360	482 325	475 325	429 313	458 340	469 283	484 308	+ 1 - 20	463 316
August	Ocean Going Coastal	498 400	454 340	474 326	492 307	581 271	439 290	472 325	474 232	- 4 - 12	454 311
September	Ocean Going Coastal	448 377	440 310	446 304	477 250	447 305	458 277	435 264	468 252	+ 8 - 19	466 279
October	Ocean Going Coastal	487 382	475 331	474 330	514 279	460 278	458 271	538 303	448 279	+ 8 - 12	495 239
November	Ocean Going Coastal	454 312	484 331	468 310	483 291	473 304	448 235	491 303	511 281	+ 6 - 2	478 304
December	Ocean Going Coastal	66 67	24 81	56 61	68 72	130 135	124 81	158 122	155 143	+ 15 + 9	104 97
Sub Total	Ocean Going Coastal	3,516 2,890	3,499 2,614	3,605 2,487	3,676 2,237	3,362 2,287	3,667 2,349	3,893 2,425	3,805 2,361	+ 63 - 77	3,666 2,393
Total		6,406	6,113	6,092	6,013	5,656	6,016	6,318	6,216	- 15	6,073

* SOURCE: National Harbours Board. Mr. Guy Beaudet, Port Manager, Montreal.

Note: Includes inland vessels.

TABLE V - 5 - d
HALIFAX HARBOUR
TOTAL VESSEL ARRIVALS *
1959 - 1966

		1959	1960	1961	1962	1963	1964	1965	1966	Trend	1966 Projection
January	Ocean Going	183	170	152	163	135	163	157	172	- 4	
	Coastal	133	106	153	164	159	132	130	99		
	Total	316	276	305	327	294	295	287	281		296
February	Ocean Going	160	167	151	146	139	161	136	161	- 5	
	Coastal	129	94	130	106	131	120	116	122		
	Total	289	261	281	252	270	281	252	283		264
March	Ocean Going	184	153	156	188	181	183	194	178	- 1	
	Coastal	186	130	162	180	163	154	166	159		
	Total	370	283	318	368	344	337	360	334		339
April	Ocean Going	117	113	129	113	125	142	145	153	- 2	
	Coastal	183	131	156	171	202	180	171	173		
	Total	300	244	285	284	327	322	316	326		295
May	Ocean Going	133	110	139	135	120	142	156	155	+ 8	
	Coastal	130	133	148	156	139	171	160	150		
	Total	263	243	287	291	259	313	316	305		290
June	Ocean Going	123	130	114	119	130	130	134	147	+ 3	
	Coastal	137	150	144	150	147	161	148	151		
	Total	260	280	258	269	277	291	282	298		277
July	Ocean Going	122	114	142	130	125	131	137	141	- 3	
	Coastal	173	166	158	168	150	147	136	134		
	Total	295	300	300	308	275	278	273	275		285
August	Ocean Going	112	122	127	120	108	119	139	140	- 1	
	Coastal	167	185	174	147	146	142	150	138		
	Total	279	307	301	267	254	261	289	278		278
September	Ocean Going	115	112	126	118	114	143	145	132	+ 9	
	Coastal	108	123	108	121	112	131	132	125		
	Total	223	235	234	239	226	274	277	257		233
October	Ocean Going	127	123	114	176	162	145	133	120	- 1	
	Coastal	111	120	125	110	113	114	101	122		
	Total	238	243	239	286	275	259	234	251		252
November	Ocean Going	137	113	130	122	121	114	122	128	+ 2	
	Coastal	96	108	101	96	107	103	125	94		
	Total	233	221	231	218	228	217	247	222		225
December	Ocean Going	155	151	175	163	149	161	151	132	0	
	Coastal	82	90	86	90	96	88	89	84		
	Total	237	241	261	253	245	249	240	216		247
Yearly Totals	Ocean Going	1,668	1,578	1,655	1,693	1,609	1,734	1,749	1,765	+ 12	1,681
	Coastal	1,635	1,556	1,645	1,659	1,665	1,643	1,624	1,556	- 2	1,679

* SOURCE: National Harbours Board. J.R. Mitchell, Port Manager, Halifax.

date. On the other hand the Ports of Toronto and Halifax may have suffered a good deal more had it not been for the strike on the River.

Let us now turn to analysis of the loss to shipowners or operators. It must be recognized that the operation of a vessel is a costly undertaking. The cost will of course vary depending upon the size, age and type of vessel. However, it is safe to say that when one considers expenditures for food, fuel, water, stores, repairs, spare parts and wages a fair estimate for any given vessel is \$1500 per day. Table V-6 shows the names of the vessels laid up by the strike and the amount of time for which they were caught. There were 84 vessels caught in the port for a total of 2,211 days. When calculated out, it is estimated that the strike cost the shipowners and operators a total of \$3,316,500 in lay-up costs. However, since an average vessel is in port for four days this figure could be reduced to a minimum of \$2,812,500.

This does not end the cost to the shipowners or operators however. It must be remembered that while the ship is sitting in a port it is not earning any income. This lay-up would probably be equal to one full round trip. Estimates on gross profit from one round trip range from \$20,000 to \$100,000 depending on the route, cargo and other variables. Arbitrarily let us say that a vessel on an average round trip grosses \$35,000. That means that the owners or operators were forced to forego \$2,940,000.

Thus so far the strike has cost the operators or owners of these eighty four vessels \$5,752,500.

Vessels Caught In Montreal During 1966 I.L.A. Strike

VESSEL	AGENT	CLASS	DATES	DAYS
Sir Thomas Shaughnessy	Beaconsfield Steamship	Inland	May 6 - May 30	24
Bannercliffe	B. & K. Shipping	Ocean	May 9 - May 16	7
Eudora	Canadian Pacific Steamship	Ocean	May 30 - June 16	17
French River	Canada Steamship Lines	Inland	May 9 - May 16	7
Whitefish Bay	"	Inland	May 9 - June 16	38
Finnkraft	"	Ocean	May 16 - June 20	35
Collingwood	"	Inland	May 16 - June 20	35
Iroquois	"	Inland	May 16 - June 13	28
Hagarty	"	Inland	May 23 - June 16	24
La Madelon II	Cie Nav. Voy.	Inland	May 2 - June 20	49
North Voyageur	Clarke Steamship	Cg.	May 16 - June 13	28
Fundador	Colley M/S	Ocean	May 9 - June 20	42
Constantia	"	Ocean	May 16 - June 16	31
Paget Trader	"	Ocean	May 23 - June 6	14
Laurentia	Cunard	Ocean	May 6 - June 16	41
Lismoria	"	Ocean	May 23 - June 16	24
J.C.G.S. Raven	Dept. Of Transport	Cg.	May 9 - May 23	14
J.C.G.S. Ville Marie	"	Cg.	May 2 - May 30	28
J.C.G.S. Eider	"	Cg.	May 16 - June 13	28
J.C.G.S. McLean	"	Cg.	May 16 - June 20	35
J.C.G.S. Montcalm	"	Cg.	May 16 - June 13	28

Table V - 6

VESSEL	AGENT	CLASS	DATES	DAYS
Visund	Federal Commerce & Navigation Ltd.	Ocean	May 16 - June 16	31
Patignies	"	Ocean	May 16 - June 16	31
Snealand I	Federal Shipping	Ocean	May 23 - May 30	7
Halifax City	Furness Withy	Ocean	May 9 - May 16	7
Canopic	"	Ocean	May 9 - May 16	7
Manchester Mariner	"	Ocean	May 16 - June 20	35
Elizabeth Berger	"	Ocean	May 16 - June 16	31
Manchester Freighter	"	Ocean	May 30 - June 16	17
Manchester Merchant	"	Ocean	May 30 - June 20	21
Eastcliffe Hall	Hall Corporation	Inland	May 16 - May 30	14
Michigan	"	Ocean	May 23 - June 20	28
Maplecliffe Hall	"	Inland	May 23 - June 20	28
Manitoba	"	Inland	May 23 - June 16	24
Augustin Paulin	Huron Shipping	Ocean	May 9 - June 16	35
Imperial Verdun	Imperial Oil	Inland	May 16 - June 16	31
Imperial Lacdine	"	Inland	May 23 - June 13	21
Silver Beach	Kerr Steamship	Ocean	May 30 - June 20	21
City of Canberra	Manx Lines	Ocean	May 30 - June 13	14
Falkenstein	March Shipping	Ocean	May 9 - May 16	7
Olyanogorsk	"	Ocean	May 9 - May 16	7
Vybor les	"	Ocean	May 9 - June 16	38
Dimitrovo	"	Ocean	May 2 - June 16	45
Bariloché	"	Ocean	May 16 - June 16	31
Jimbria	"	Ocean	May 16 - June 16	31

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Vessel	Agent	Class	Date	Days
Deborah	March Shipping	Ocean	May 16 - June 20	35
Jarabella	"	Ocean	May 16 - June 16	31
Transoceanica	"	Ocean	May 16 - June 16	31
Francesca	"	Ocean	May 16 - June 16	31
Kanev	"	Ocean	May 23 - June 13	21
Trattendorf	"	Ocean	May 23 - June 16	24
Musa Jalil	"	Ocean	May 23 - June 13	21
Dagan	"	Ocean	May 30 - June 13	14
Rheinstantl	"	Ocean	May 9 - June 20	42
City of Perth	McLean Kennedy	Ocean	May 2 - June 16	45
Alkyone	"	Ocean	May 9 - May 30	21
Rathin Head	"	Ocean	May 16 - June 20	35
Surrey Head	"	Ocean	June 13 - June 20	7
Marengo	"	Ocean	May 9 - May 16	7
Jaladhanya	Montreal Shipping	Ocean	May 9 - June 16	38
Ocean Star	"	Ocean	May 9 - June 16	38
Thuredreten	"	Ocean	May 16 - June 20	35
Monchique	"	Ocean	May 23 - June 20	28
Ercta	"	Ocean	May 16 - June 20	35
La Charca	"	Ocean	May 16 - June 20	35
Hami Honian	Papachristidis Co.	Inland	May 16 - June 13	28
Portadoc	N.M. Paterson & Sons	Inland	May 23 - June 6	14
Saskadoc	"	Inland	May 23 - June 16	24
Baltijsk	Protos Shipping	Ocean	May 16 - June 6	21
Algocen	R.H. Read & Co.	Inland	May 16 - June 16	31
Grovedale	"	Ocean	May 16 - June 16	31
Istina	Saguenay Shipping Ltd.	Ocean	May 9 - June 16	38
Sunleaf	"	Ocean	May 23 - June 6	14
Pholegandros	Scandia Shipping	Ocean	May 23 - June 16	24

VESSEL	AGENT	CLASS	DATES	DAYS
George N. Carl	Scott Meisner	Inland	May 16 - June 16	31
C.A. Bennett	"	Inland	May 23 - June 16	24
Royalton	"	Inland	May 23 - June 20	28
Island Mariner	Shipping Ltd.	Ocean	May 9 - May 16	7
Irish Oak	"	Ocean	May 16 - June 6	21
Elat	Sutcliffe	Ocean	May 9 - June 16	38
Amorgos	"	Ocean	May 16 - June 16	31
Santa Alicia	"	Ocean	May 23 - June 6	14
Transbay	Transit Tankers	Inland	May 9 - June 20	42
Transtream	"	Inland	May 2 - June 20	49
Orient Importer	Transworld Shipping	Ocean	May 16 - June 6	21

Another "small problem" which may increase the overall cost to certain owners and operators is the fact that they may be forced to leave vessels to fulfill their lift dates at other ports. For instance a given operator or owner will draw up a schedule of employment for each of his vessels two or three months in advance and bid on shipping contracts. Approximately two weeks prior to the lift date the company must nominate the actual ship to make the lift. (There is usually an allowance in the lift date called way-days to allow for inclement weather etc.) If you miss your lift date you may be cancelled and another firm may take over your contract or negotiate another one at a better rate. In fact the shipper may cancel you and then renegotiate with you at a lower rate. If one is to avoid losing the cargo and possibly a client in the future, the shipowner or operator may deem it expedient to charter a vessel so as to protect against losing the cargo. Again depending on the size, age, and type of vessel required the costs will vary. However, the cost also varies with the demand for vessels. It is well known that the market was tight during the latter part of May, and June and some of July. Estimates on the hiring of a vessel ranged from \$2,000 to \$3,500 per day. Let us assume that the average cost would have been \$2500 per day, and that the average vessel would have been leased for twenty eight days or one round trip. Further let us assume that the owners and/or operators were forced to lease 20% of the eighty four vessels stuck in Montreal. Such being the case it means that the strike would have cost the owners and operators \$1,176,000 bringing the total to \$6,928,500.

It must be pointed out that these figures are only estimates

and therefore are subject to suspect.

It should be further noted that while the strike is costing some owners a lot of money others are reaping in large profits from for instance leasing arrangements. Also certain other parties may be benefiting such as the Montreal retailers, restaurants, fuel suppliers etc, from having this number of men in port. Such a benefit to the community is impossible to determine. However, it is felt that while the strike benefits some, it retards the growth and profits of far more.

Let us now turn to the cost to the agents. The agents are paid a flat fee for entering and clearing a ship from the harbour varying upon its size and class from \$250 to \$375. Further most agents receive about 5% of the charge for cargo exported and 2.5% of the charge for cargo imported. Thus if the average vessel cost \$325 to enter and clean, the strike cost the agents approximately \$28,275 since there were 87 fewer ships in port than in the previous year. I have assumed there would have been approximately as many as there were in 1965 had there not been a strike.

In viewing Table V-7-b it is obvious that a great deal of overtime must have been worked in June in Montreal. It is also obvious that the agents suffered most during the month of May. It is not possible to estimate in dollars the effect of the strike. However, it should be noted that the overall cargo handled in Montreal in 1966 was greater than in the previous year. Thus one is led to conclude that the commissions for agents increased although not as much as they might have

TORONTO

TOTAL CARGO PASSING THROUGH TERMINALS *

1962 - 1966

(SHORT TONS)

MONTH	<u>1962</u>	<u>1963</u>	<u>1964</u>	<u>1965</u>	<u>1966</u>	<u>TREND **</u>	<u>1966 **</u> <u>PROJECTION</u>
April	N.A.	19,353	32,453	49,020	45,078	+ 14,833	48,442
May	41,846	43,644	59,202	58,982	61,117	+ 5,712	56,631
June	54,968	51,549	45,465	95,113	84,357	+ 13,352	75,155
July	55,572	39,639	55,422	90,945	66,606	+ 11,791	72,185
August	41,037	46,033	46,702	55,475	53,724	+ 4,813	52,124
September	41,070	40,613	55,229	91,839	89,498	+ 16,923	74,111
October	49,085	55,876	59,480	77,799	70,221	+ 9,571	70,131
November	79,070	89,972	97,758	98,349	102,708	+ 6,426	97,714
December	N.A.	1,668	13,752	12,226	27,566	+ 10,556	19,773
Total	362,648	388,347	465,463	629,748	600,875	+ 89,053	550,585

* Source: Toronto Harbour Commissioners. Mr. D.C. Weir, Comptroller.

** Calculations By author: Projection = 4 years average (1962 - 1965) + trend.

Note: Figures prior to 1962 not available. T.H.C. took over operation of terminals in 1962.

Also: Port is only operational for nine months due to climatic conditions.

TABLE V - 7 - b
MONTREAL
CARGO OVER NATIONAL HARBOUR BOARD PIERLS *
1961 - 1966
(SHORT TONS)

MONTH	TYPE	1961	1962	1963	1964	1965	1966	TREND **	FROM 1961 TO 1966 **
January	Ocean Going Domestic	0 0	0 0	0 3,704	11,638 0	21,370 16,643	104,771 4,140		9,034
February	Ocean Going Domestic	0 7,240	0 14,270	5,600 44,489	10,591 59,557	36,194 113,884	69,472 118,994	+ 7,648	18,125
March	Ocean Going Domestic	1,338 35,525	24,941 73,317	30,163 59,025	31,538 137,486	132,088 174,634	144,328 194,680	+ 32,687	76,701
April	Ocean Going Domestic	769,496 647,837	728,008 477,085	681,529 616,896	903,398 914,338	1,027,382 713,039	1,031,561 995,040	+ 64,471	886,434
May	Ocean Going Domestic	1,694,582 1,176,386	1,242,377 1,145,537	1,289,533 1,188,230	1,541,851 1,263,673	1,559,366 1,238,671	684,951 896,934	-33,765 +15,571	1,431,777 1,218,071
June	Ocean Going Domestic	1,668,885 1,206,194	1,429,292 1,018,701	1,234,231 1,090,567	1,540,992 1,182,786	1,171,545 863,219	1,137,213 1,068,902	-124,335 -85,744	1,284,654 1,072,233
July	Ocean Going Domestic	1,384,834 1,173,413	2,011,366 1,088,587	1,670,910 1,007,564	1,967,113 1,416,359	1,015,966 678,406	2,820,207 1,605,533	-92,217	1,517,821
August	Ocean Going Domestic	1,756,128 1,142,044	1,955,816 1,087,092	1,399,587 855,300	1,387,408 1,045,448	1,544,513 1,092,931	1,532,130 1,465,218	-52,904	1,555,786
September	Ocean Going Domestic	1,373,986 1,163,957	1,443,719 886,152	1,767,748 1,125,750	1,812,629 1,013,682	2,034,139 1,201,384	1,191,741 1,074,396	-357,906	1,328,538
October	Ocean Going Domestic	1,290,815 1,128,794	1,455,655 1,178,419	1,375,984 1,045,852	1,275,533 1,005,239	2,063,471 1,134,556	1,507,390 1,173,609	+193,164	1,685,456
November	Ocean Going Domestic	1,504,969 1,295,207	1,036,351 1,254,188	1,985,169 1,583,631	1,546,442 967,395	1,875,519 1,151,530	1,704,460 1,292,965	+83,742 -35,919	1,679,432
December	Ocean Going Domestic	338,090 382,411	282,490 361,947	697,185 655,019	632,901 358,527	838,309 612,255	748,919 618,015	+125,055 + 57,461	682,850
Sub total	Ocean Going Domestic	11,783,123 9,359,038	11,610,015 8,585,295	12,137,639 9,276,527	12,662,034 9,364,490	13,319,862 8,991,152	12,676,143 10,538,426	+384,135 -91,071	12,687,719 9,023,329
	Total	21,142,161	20,195,310	21,414,166	22,026,524	22,311,014	23,214,569	+292,213	21,710,048

* Source: National Harbours Board, Mr. Guy Beaudet, Port Manager, Montreal.

** Calculations By author: Projection = 5 years average (1961 - 1965) ± trend.

TABLE V - 7 - c

HALIFAX HARBOUR

TOTAL CARGO OVER N.H.B. PIERS 1959 - 1966 *

(SHORT TONS)

		1959	1960	1961	1962	1963	1964	1965	1966	TREND **	1966 ** PROJECTION
Ocean Going Domestic	January	238,783 11,411	217,417 7,843	235,147 11,065	190,484 9,214	234,291 9,550	278,225 11,270	262,700 6,753	292,094 10,231	-3,336	239,813
Ocean Going Domestic	February	242,041 13,960	230,706 9,046	227,088 10,668	262,687 10,807	215,085 11,031	342,692 17,300	313,669 13,548	301,578 13,782	+11,788	273,912
Ocean Going Domestic	March	231,956 19,134	227,876 10,146	341,548 10,626	244,566 27,694	270,048 26,770	281,523 19,851	385,807 13,667	337,544 13,906	+25,642	308,974
Ocean Going Domestic	April	108,888 23,109	96,526 17,125	80,091 12,261	100,531 20,934	66,737 20,045	135,463 22,146	108,196 20,692	79,379 13,065	- 249	99,241
Ocean Going Domestic	May	64,376 24,233	63,201 34,832	42,992 42,157	62,745 26,379	30,603 51,625	142,695 58,432	42,907 49,837	67,263 27,192	- 3,578	60,639
Ocean Going Domestic	June	41,218 21,995	35,874 39,230	29,045 49,173	34,891 41,103	35,474 23,401	21,052 36,235	38,479 48,271	98,745 34,825	-456	33,262
Ocean Going Domestic	July	36,620 33,620	26,782 55,394	48,082 45,532	43,558 70,528	20,814 55,876	31,802 45,292	52,658 54,978	62,951 43,112	+ 2,673	39,861
Ocean Going Domestic	August	37,486 17,540	40,009 34,727	53,373 39,833	34,496 60,846	43,035 32,181	22,754 64,255	38,225 39,245	51,084 31,228	+123	38,605
Ocean Going Domestic	September	39,383 34,260	21,602 19,782	28,379 40,443	41,383 16,889	22,818 41,485	39,126 51,485	63,365 37,333	24,688 51,866	+ 3,997	40,576
Ocean Going Domestic	October	33,501 18,276	41,424 38,878	30,168 54,725	31,056 29,541	123,382 60,559	41,064 48,613	49,320 60,412	33,272 11,521	+ 2,636	52,624
Ocean Going Domestic	November	47,380 54,030	41,920 20,396	54,911 24,531	34,204 18,791	77,926 81,282	38,983 33,371	53,399 29,411	38,077 47,940	+ 1,003	50,820
Ocean Going Domestic	December	128,291 14,439	133,229 23,564	177,952 17,930	163,539 33,560	175,676 26,796	193,318 5,450	203,417 6,864	168,329 6,763	12,521	180,438
Sub-Yearly Total											
Ocean Going Domestic		1,250,823 286,796	1,176,566 310,963	1,348,776 358,944	1,244,140 366,286	1,315,889 440,601	1,568,697 413,700	1,612,142 381,011	1,555,004 305,491	60,220	1,416,940
Total		1,537,619	1,487,529	1,707,720	1,610,426	1,756,490	1,982,397	1,993,153	1,860,495	+368,670	2,093,718

* Source: National Harbours Board, Mr. J.R. Mitchell, Port Manager, Halifax,

** Calculations By author: Projection = 7 years average (1959 - 1965) + trend

had there been no strike, while their fees for entering and clearing ships declined in proportion to the decrease in the number of vessels frequenting the port.

It is also interesting to note that the total cargo passing through both Toronto and Halifax decreased in 1966 from the previous year's level. There are two possible conclusions which may be drawn from this fact. The first is that Toronto and Halifax would have suffered a great deal more had there not been a diversion and/or rerouting of cargo from Montreal. The second conclusion one might draw is that the cargo diverted and rerouted out of Montreal did not go to or come from Toronto or Halifax, but from the U.S.

I feel to a certain extent that both conclusions are justified. Some cargoes probably went through Toronto and Halifax while others passed through U.S. ports such as New York, Port Elizabeth and Boston.

A study was made of the volume of a number of selected cargoes which normally pass through the three ports in any given year.

It is interesting to note from Tables V-8-a,b and c the following points:

1. The volume of sugar (raw and refined) being unloaded in Montreal decreased considerably but it also decreased in Toronto and did not increase appreciably in Halifax.
2. The volume of bituminous coal unloaded in Montreal decreased somewhat but it decreased considerably more in Toronto without

TABLE V - 8 - a
TORONTO *
VOLUME OF SELECTED ** INTERNATIONAL CARGOES
1959 - 1966
(SHORT TONS)

	1959	1960	1961	1962	1963	1964	1965	1966	1966 PROJECTION	TREND
<u>UNLOADING</u>										
Corn	11,749	24,262	17,930	33,485	36,223	23,128	21,403	17,678	25,635	+ 1,609
Raw Sugar	97,722	37,034	104,607	132,082	72,228	94,898	125,487	121,650	116,232	+ 3,988
Molasses Crude	14,267	17,463	31,488	21,848	22,331	28,515	25,800	47,125	29,024	+ 1,912
Soya Beans	285,611	350,581	250,186	336,165	352,876	399,542	302,914	309,325	328,295	+ 2,884
Bituminous Coal	1,209,652	1,157,515	1,099,203	1,692,465	2,734,881	2,084,456	2,396,528	1,770,145	1,965,623	+ 197,813
Salt	N.A.	N.A.	12,000	38,329	23,606	36,682	32,898	70,938	27,315	- 1,508
Fuel oil	217,744	N.A.	62,357	109,573	127,256	118,606	283,438	224,245	208,432	+ 55,270
Lubricating Oil and Grease	N.A.	N.A.	38,561	42,002	40,275	44,468	40,410	61,608	41,605	+ 467
General Cargo	193,640	218,048	193,573	224,747	226,688	269,923	300,641	327,649	256,518	+ 21,167
<u>LOADING</u>										
General Cargo	85,429	106,568	75,151	80,496	74,406	106,595	N.A.	87,391	92,337	+ 4,223

* SOURCE: Dominion Bureau of Statistics, Shipping Reports, Part II, Table
6, D.B.S. 54-203

** Cargoes Selected were those consistently over 10,000 tons per
year.

NOTE: N.A. = Not Announced.
Trend and Projection calculated By Author

TABLE V-8-b

MONTREAL*

VOLUME OF SELECTED** INTERNATIONAL CARGOES

1959 - 1966
(Short Tonn)

Un- loaded	Product	1959	1960	1961	1962	1963	1964	1965	1966	Trend	Pro- jection
	Wheat	133,875	128,394	274,198	173,494	114,300	75,575	95,308	79,094	-6,428	135,735
	Corn	338,334	240,140	194,887	322,295	500,533	451,862	334,907	359,691	-571	339,852
	Dried Fruits	14,256	12,172	10,177	13,087	17,190	12,583	N/A	10,960	-335	12,909
	Sugar, Raw & Refined	294,016	274,467	315,743	320,577	319,405	304,493	380,302	334,231	+14,381	2,287,384
	Soya Beans	87,602	112,369	109,316	150,034	125,351	203,364	49,564	80,654	-6,340	113,317
	Manganese Ore	21,069	N/A	20,049	36,342	44,292	32,838	87,141	46,549	+13,214	53,503
	Other Met. Ores	10,602	26,086	20,301	22,523	12,544	30,567	13,226	20,451	+444	19,581
	Coal: Bituminous	511,985	449,206	441,903	416,885	398,708	372,159	430,338	395,039	-20,274	417,039
	Crude Petroleum	1,602,551	2,474,393	2,931,635	3,546,347	2,472,300	1,461,280	2,174,413	811,225	+95,310	2,475,727
	Textile & Sacking										
	Fabrics	37,140	52,224	35,470	43,117	34,883	41,323	46,160	39,068	+1,503	42,977
	Chemicals & Chemical										
	Products	57,883	28,963	29,767	32,882	21,326	17,098	14,528	46,912	-7,226	21,695
	Petroleum Oils	668,773	772,368	805,112	906,125	961,136	1,474,739	2,144,661	2,198,631	+245,981	1,350,683
	Molasses, Crude	N/A	77,690	61,197	66,826	96,240	80,026	85,083	110,844	+1,479	77,322
	Fertilizers	N/A	20,628	N/A	25,327	25,969	34,615	34,492	22,655	+3,466	31,672
	Autos, Truck Parts	N/A	N/A	41,300	22,277	10,400	15,829	18,900	14,757	+5,600	16,141
	General	945,844	772,688	851,610	794,007	817,847	906,845	942,989	293,271	-8,809	852,891
Loaded	Wheat	1,312,187	1,441,546	2,140,540	1,351,909	2,448,336	2,795,166	2,429,691	3,407,729	+303,033	1,429,220
	Corn	233,521	134,292	36,700	125,266	279,411	310,960	226,379	98,714	-1,190	191,170
	Barley	113,467	78,305	N/A	80,993	61,574	31,924	49,666	141,709	-12,760	56,561
	Flour Grain	130,511	150,845	135,228	124,680	140,569	123,067	189,888	235,585	+9,896	152,304
	Flaxseed	105,673	89,123	66,581	132,883	84,838	93,749	34,825	38,530	-11,808	75,002
	Soya Beans	103,902	154,980	142,485	154,241	190,592	226,801	115,432	82,446	+1,922	157,687
	Asbestos	32,782	32,825	28,438	24,525	13,450	25,363	37,570	172,326	+798	28,648
	Iron & Steel Scrap	62,316	76,199	180,788	53,370	75,259	106,035	29,047	33,272	-5,545	77,743
	Lumber & Timber	10,371	18,621	18,207	15,084	N/A	12,320	13,892	33,323	+704	15,453
	Woodpulp	14,457	28,615	23,861	21,304	27,003	30,015	15,053	36,062	+99	23,000
	Animal Oils & Fats	10,266	10,220	10,731	18,690	21,280	28,089	34,419	30,580	+4,032	23,171
	Other Crude Non-Met. Min.	N/A	27,411	30,037	13,100	33,032	21,814	45,846	49,078	+3,687	3,227
	Nickel Bars	31,324	41,595	29,312	35,873	28,452	36,106	N/A	11,132	+956	34,833
	Unalloyed Copper,										
	Brass, Bronze	24,691	82,365	59,925	56,895	40,978	54,279	49,886	58,895	+4,199	56,915
	Petroleum Oils	50,703	N/A	44,034	32,820	34,614	27,867	82,401	62,296	+6,340	51,746
	Zinc Bar	N/A	13,348	N/A	13,077	11,934	17,101	19,865	34,081	+1,029	16,694
	General	1,004,894	890,876	833,185	763,914	917,603	1,095,604	1,109,703	148,020	+17,468	965,437

*Source: Dominion Bureau of Statistics. Shipping Reports, Part II, Table 6. DBS 54-203.

**Cargoes selected were those consistently over 10,000 tons per year.

Note: N/A = Not Announced.

Trend and Projection Calculated by Author.

TABLE 10 - 5 - 2

RECAP

VOLUME OF SELECTED ** INTERNATIONAL CARGOES

1956 - 1966

(SHORT TONS)

PRODUCT	1959	1960	1961	1962	1963	1964	1965	1966	1966 PROJECTION	TREND
UNLOADED										
Rubber	22,700	27,408	17,932	26,507	16,736	14,852	16,551	22,853	19,151	- 2,975
Crude Petroleum	2,350,721	2,611,579	2,155,642	2,533,934	2,917,466	3,112,215	3,063,838	3,153,413	2,247,343	+ 122,853
Salt	10,400	14,560	10,977	11,589	14,518	12,123	12,925	N.A.	12,866	+ 423
Pet. Oils	346,578	309,825	384,269	479,843	243,946	422,277	668,223	758,454	461,432	+ 53,624
Autos, Trucks, Parts	15,607	22,724	22,533	20,066	16,802	22,271	24,192	N.A.	22,030	+ 1,431
General Cargo	123,522	68,229	64,027	64,619	62,980	48,456	48,456	23,302	62,417	- 22,226
LOADED										
Wheat	336,458	266,996	430,381	308,907	428,185	555,933	462,831	439,625	419,589	- 22,226
Wheat Flour	63,827	71,842	83,477	105,114	55,173	127,613	126,107	156,040	100,688	+ 21,060
Apples	N.A.	N.A.	10,105	10,255	9,560	13,164	14,446	13,308	12,597	+ 1,130
Nickel Copper Ore	10,766	39,388	29,237	20,893	16,130	N.A.	29,951	46,354	28,231	+ 3,837
Gypsum	1,739,937	1,762,347	1,371,751	1,746,206	1,470,673	1,674,430	1,744,820	1,770,955	1,636,313	- 330
Lumber & Timber	26,337	26,337	37,438	29,698	37,323	48,302	44,499	52,389	40,678	+ 3,312
Fuel Oil	39,580	23,178	13,241	N.A.	10,353	12,201	18,217	22,237	15,189	- 4,273
General Cargo	216,611	203,412	209,488	224,391	281,412	273,835	336,458	18,191	269,359	+ 19,981

* SOURCE: Dominion Bureau of Statistics, Shipping Reports, Part II, table 6.

** Cargoes Selected were those consistently over 10,000 tons per year.

NOTE: N.A. = Not Announced, Trend and Projection calculated By Author.

increasing noticeably in Halifax.

3. The volume of general cargo unloaded in Montreal was substantially reduced, but it likewise decreased in Halifax while showing only a slight increase in Toronto.
4. The volume of wheat unloaded in Montreal decreased a small amount but did not increase appreciably in Toronto or Halifax.
5. Perhaps the most significant point is that crude petroleum unloaded in Montreal decreased by 1,363,000 short tons while Halifax showed an increase of 104,000 short tons unloaded. It would be interesting, but unfortunately not possible, to see whether any or what proportion of that increase was transshipped to Montreal from Toronto, Halifax or possibly Portland, Maine.

On the loading side of the tables, the following items should be noted:

1. General cargo loaded in Montreal decreased by 961,000 short tons from the previous year's level. However, the tonnage loaded in Halifax of this type of cargo also decreased by about 318,000 short tons and there was no discernable increase in the Toronto loading figures.
2. It is interesting to note also that the volume of wheat loaded in Montreal increased despite the strike and that it decreased in Halifax.
3. It may be significant to note that Halifax loaded an all time high volume of nickel and copper ore, increasing its 1965 total by

17,000 short tons.

In summary one might expect commodities such as sugar, bituminous coal, crude petroleum and general cargo to have entered not only the Montreal area but the country via the U.S. by either road and/or rail transport.

It appears that the exports or loadings most affected by the strike were nickel and copper, wheat and other grains possibly and general cargo.

Table V-9-a indicates that the value in Canadian dollars of total exports by sea to Latin American countries over the years 1954-1966 increased by only 0.52%. Table V-9-b however shows that leakage to these countries via the U.S. in the same period has increased by 108.06%.

It is important for a shipping company, however, to know more than the value of the cargo. It must know the deadweight tonnage in order to be able to convert this into the number of vessels that would be required to carry the cargo. Such a study has been carried out and the results are presented in Tables V-10-a and b. It must be pointed out that these figures are at best estimates since one had to convert the dollar value for each commodity into long tons. Using the 1965 D.B.S. figures, it was calculated that the \$34,636,000 of leakage was equal to approximately 253,881 long tons which would fill approximately 25 average size vessels. Thus it can be estimated that in 1964, 182,473 long tons or 18 vessels worth of cargo leaked through the U.S. and this grew to

Table V - 9-a

VALUE IN CANADIAN DOLLARS OF TOTAL EXPORTS*

BY SEA, 1964, 1965, 1966

<u>COUNTRIES OF DESTINATION</u>	<u>1964</u>	<u>1965</u>	<u>1966</u>
Venezuela	\$46,323,000	\$46,553,000	\$35,741,000
Jamaica	26,579,000	27,536,000	30,281,000
Trinidad	17,033,000	20,315,000	21,520,000
Bahamas	5,735,000	5,206,000	5,504,000
Bermuda	5,026,000	4,544,000	4,779,000
Barbados	6,329,000	6,185,000	7,532,000
D. Republic	7,876,000	5,414,000	5,987,000
Guiana	7,747,000	7,403,000	7,073,000
Lee./Wind. Is.	7,371,000	7,326,000	7,687,000
Puerto Rico	12,459,000	16,013,000	16,117,000
	<u>\$143,478,000</u>	<u>\$146,498,000</u>	<u>\$144,231,000</u>
	100.00%	102.10%	100.52%

* Source: DBS: -65 - 206.

NOTE: ALL CANADIAN DOLLARS

Table V - 9-b

VALUE IN CANADIAN DOLLARS OF TOTAL ROAD/RAIL*
"LEAKAGE" THROUGH U.S. PORTS, 1964, 1965, 1966

<u>COUNTRIES OF DESTINATION</u>	<u>1964</u>	<u>1965</u>	<u>1966</u>
Venezuela	\$15,619,000	\$26,569,000	\$39,566,000
Jamaica	1,521,000	1,326,000	1,784,000
Trinidad	223,000	353,000	626,000
Bahamas	2,655,000	3,273,000	4,344,000
Bermuda	225,000	248,000	463,000
Barbados	99,000	244,000	108,000
D. Republic	1,160,000	690,000	793,000
Guiana	265,000	77,000	211,000
Ind./Wind. Is.	197,000	207,000	606,000
Puerto Rico	2,929,000	1,649,000	3,291,000
	<u>\$24,893,000</u>	<u>\$34,636,000</u>	<u>\$51,792,000</u>
	100.00%	139.14%	208.06%

* Source: DBS: - 65 - 206.

NOTE: ALL CANADIAN DOLLARS

379,651 long tons or 37 vessels in 1966. It appears from Tables V-10-a and b that about 62% of the 1965 leakage left the country by rail and most of the total from Ontario.

One should recognize that some leakage is inevitable particularly with the winter freeze-up. However, the rate at which it is increasing should, I feel, give cause for alarm. It is interesting to note that of this 108.06% increase that 68.92% of it took place in 1966. One cannot help wondering what effect the St. Lawrence River Longshoremen's strike might have had on this trend.

One might well ask why the increase is growing so fast. Is it due to factors of service, economy or both? Although one cannot be sure, I would suggest that it is due partially to both, but that the extraordinary increase in 1966 was due to economic factors or at least potential ones.

What really disturbs me are the long term implications of this trend. If the trend increases it means that there will be a loss of at least a reduction in the growth potential of the Canadian economy. For instance freight charges will be paid in U.S. dollars, resulting in a loss through exchange on currency; our port agents will lose their commission on this freight; U.S. agents will gain the commission; our longshore labour force will have that much less work while men holding similar jobs in the U.S. will have that much more; the U.S. port and terminal operators will increase their income through the handling of the ships required to handle these cargoes and through the storing and warehousing

TABLE V - 10 - a

DEADWEIGHT ANALYSIS BY REGIONS OF PRODUCTION OF CANADIAN DOMESTIC GOODS
EXPORTED INTO THE U.S. BY ROAD. ALSO, U.S. CONSUMPTION TOTAL AND "LEAKAGE" *

COMMODITY	DEADWEIGHT BY REGIONS IN LONG TONS						U.S. CONSUMPTION TOTAL	LEAKAGE L/TONS
	ATLANTIC	QUEBEC	ONTARIO	PRAIRIES	BRITISH COLUMBIA	TOTAL		
Cattle	2,773	13,113	37,542	180,023	20,728	254,179	252,469	1,310
Sheep	2	-	20	1,097	45	1,164	1,164	-
Swine	-	28	693	108	64	893	893	-
Horses	88	74	554	193	71	985	979	6
Poultry	-	138	1,845	122	54	2,159	2,073	86
Fur Animals	107	15	12	1	99	234	234	-
Other live animals	9	35	1,388	26	7	1,465	1,465	-
Meat, F.C.F.	667	15,920	24,557	13,149	1,747	56,040	54,918	1,122
Meat, C.	9	1,051	1,779	503	365	3,707	3,047	660
Meat, R.C.N.C.	-	174	1,277	147	172	1,770	1,248	522
Meat, M.P.C.	-	3	1,118	22	32	1,175	1,141	34
Fish, W.D.F.	5,232	1,446	6,443	6,189	924	20,234	20,234	-
Fish, W.D.F.	2,255	198	2,044	2,555	2,719	9,771	9,698	73
Fish, F.F.C.	1,418	479	3,654	95	18	5,664	5,664	-
Fish, F.F.	14,235	1,474	1,833	2,693	626	20,861	20,846	15
Fish, R.F.S.F.	12,103	2,812	155	1,014	649	16,733	16,716	17
Fish, S.S.S.	348	41	106	7	51	553	532	21
Fish, S.D.	471	428	65	-	1	965	965	-
Fish, P.	83	46	208	-	-	337	337	-
Fish, C.	126	1	10	-	7	144	60	84
Shellfish	8,872	41	121	5	879	9,918	9,918	-
Other F.F.F.	97	1	17	-	433	548	527	21
Dairy Produce	-	792	4,599	-	-	5,391	968	4,423
Eggs	-	4	627	16	357	1,004	665	339
Honey	-	1	1	-	50	52	52	-
Cereals, U.	177	3,937	4,885	16,485	1,231	26,715	26,715	-
Cereals, M.	-	386	411	205	402	1,404	833	571
Bakery Products	452	2,227	7,617	213	935	11,444	11,392	52
Macaroni	-	153	1,711	3	12	1,879	1,794	85
Other cereals	149	3	87	48	80	367	367	-
Fruits, Berries, F.C.	1,737	2,067	11,308	75	9,361	24,548	22,970	1,578
Fruits, Berries, F.	703	709	164	-	423	1,999	1,999	-
Fruit Juices, C.	43	11	107	-	35	196	194	2
Fruit D.P.N.C.	33	1	-	-	80	114	114	-
Fruit, P.C.	1	20	370	-	489	880	880	-
Nuts, not oil nuts	-	-	11	-	44	55	44	11
Vegetables, F.C.	10,006	13,315	61,268	2,908	798	88,295	88,074	221
Vegetables, F.	310	89	327	-	9	735	518	217
Vegetables, D.P.N.C.	173	3	35	64	-	275	275	-
Vegetables V.J.C.	4	3	16	-	43	66	62	4
Pickles, S.D.	-	7	92	24	21	144	141	3
Sugar M.S.	232	3,018	1,177	9	147	4,583	4,432	151
Sugar P.&C.	2	714	2,677	3	215	3,611	3,589	22
Cocoa chocolate	-	38	2	-	-	40	40	-
Coffee	-	8	25	-	-	33	31	2
Tea	-	-	-	-	-	-	-	-
Spices, S.H.S.S.	-	2	4	17	-	23	22	1

ROAD (Continued)

COMMODITY	DEADWEIGHT BY REGIONS IN LONG TONS						U.S. CONSUMPTION TOTAL	LEAKAGE L/TONS
	ATLANTIC	QUEBEC	ONTARIO	PRAIRIES	BRITISH COLUMBIA	TOTAL		
Vinegar	-	-	112	-	-	112	112	-
Margarine, S.L.	-	-	3	-	-	3	2	1
Soups, not infant S.	-	1	8	-	15	24	22	2
Infant Foods	-	-	147	-	-	147	-	147
Frozen Food, P.C.P.	78	14	335	2	42	471	464	7
Food Mats. P.	6	282	1,067	753	122	2,730	2,665	65
Other Food P.	3	48	166	1	5	223	188	35
Hay, forage, straw	6,760	94,729	13,028	1,734	137	116,388	116,388	-
Cereals, G. & B.P.	-	2,397	1,051	181	6,229	9,858	9,858	-
Oil seed cake, meal	-	181	19	-	-	200	200	-
Feeds of Veg. origin	2	7,885	830	-	1,332	10,049	9,887	162
Feeds an. origin	20	32	53	247	8,807	9,242	9,242	-
Feeds & C.	-	11,275	4,324	167	27	15,793	15,793	-
Non-alcoholic Bevs.	-	6	2	-	37	45	45	-
Ferm.al. bevs.	50	2,385	11,128	1	68	13,632	13,625	7
Dist. al. bevs.	-	8,606	21,281	2,993	1,450	34,330	32,993	1,337
Tobacco, un.	-	-	337	-	-	337	4	333
Tobacco, man.	-	24	18	-	-	42	35	7
Hides & skins	140	2,219	1,563	180	22	4,124	3,350	774
Fur skins	12	2,063	170	7	278	2,530	2,311	219
Extracs	-	29	8,494	182	10	8,715	8,715	-
Weathered. Q. & B.	-	5	10	16	3	34	34	-
An. mats. in drugs	-	47	152	4	50	253	231	22
An. mats. crude	-	5,300	314	-	-	5,614	5,614	-
Seeds, sowing	7	-	728	7,843	380	8,958	8,875	83
Oil seeds, nuts kernels	-	-	1,631	5,583	117	7,331	7,322	9
Nurse green. stock	52	140	855	4	256	1,307	1,306	1
Medical herbs	-	29	19	-	-	48	47	1
Natural rubber, gum	-	-	-	-	-	-	-	-
Nat. gums & resins	1	14	4	-	-	19	17	2
Crude Veg. mats. in	1,234	31,631	15,702	3,309	36,556	88,432	88,415	17
Logs, round & square	1,409	1,046	786	5	9	3,255	3,255	-
Bolts, wooden	5,482	1,374	183	-	32	7,076	7,076	-
Round timber	18	1,127	5,464	431	413	7,503	7,503	-
Pulpwood	308,336	126,026	9,876	4,562	7,332	456,132	456,132	-
Wood mats, crude	13,213	9,360	7,947	160	2,373	33,053	33,053	-
Wool, animal hair	-	746	461	11	5	1,223	1,212	11
Animal hair fibre	-	38	-	11	-	49	49	-
Cotton	-	245	145	7	-	397	397	-
Veg. tex. fibre.	-	102	101	184	-	387	387	-
Synthetic fibres	-	723	1,904	1	3	2,631	2,644	387
Iron Ore, con. scrap	1	3,837	44,038	198	207	48,281	48,281	-
Aluminum ore scrap	33	1,940	5,772	-	36	8,112	8,096	16
Copper ore con. scrap	-	1,438	1,388	7	75	2,908	2,899	9

ROAD (continued)

COMMODITY	DEADWEIGHT BY REGIONS IN LONG TONS						U.S. CONSUMPTION TOTAL	LEAKAGE L/TONS
	ATLANTIC	QUEBEC	ONTARIO	PRAIRIES	BRITISH COLUMBIA	TOTAL		
Lead ore, con. scrap	13	38	465	556	3,124	4,196	4,196	-
Nickel ore, con. scrap	-	95	16,476	-	3	16,574	16,451	123
Prec. metals in O.C.S.	-	3	13	-	6	22	22	-
Zinc ores, C. & S.	-	69	967	26	8,317	9,379	9,379	-
Other met. ores. C. & S.	1	947	433	-	118	1,499	1,499	-
Coal	112,225	143	-	359	88	112,815	112,815	-
Crude bit. subs.	-	-	147	7,027	-	7,174	7,174	-
Asbestos, unman.	-	20,879	1,286	16	25	22,206	21,696	510
Clay & other ref. mat.	-	2	55	18	-	75	75	-
Abrasives	-	-	-	-	81	81	81	-
Sand & gravel	6,229	4,808	6,735	34,796	186	52,754	52,754	-
Stone, crude	55	14,059	3,872	2,445	17,317	37,748	37,748	-
Crude non-met. mats	215	1,045	3,375	75	115	4,825	4,795	30
Waste & scrap mats	1,178	21,014	11,965	899	11,171	46,227	46,227	-
Leather & L. Fab mat.	1	149	7,980	73	117	8,320	7,151	1169
Fur dressed & Fab.	-	219	202	2	9	432	398	34
Rubber fab mats.	-	69	495	-	38	602	528	74
Samler	60,454	110,032	130,382	2,697	96,741	400,306	400,149	157
Railway ties	-	-	-	5	825	830	830	-
Sawmill Products	5,500	18,060	1,940	80	5,250	30,830	30,830	-
Veneer plywood, etc.	45	9,560	8,665	30	40	18,340	18,340	-
Millwork	35	2,055	525	10	265	2,890	2,875	15
Other wood mats.	490	4,610	7,120	70	2,555	14,845	14,845	-
Wood pulps	447	6,988	17,078	144	74	24,731	24,731	-
Printing paper	449	148,069	144,938	890	1,029	295,375	292,611	2,764
Fine paper	-	1,510	78	2	-	1,590	1,534	56
Tissue & san. paper	-	25	88	-	3	116	101	15
Wrapping paper	-	357	764	5	1	1,127	1,127	-
Spec. in. & coat. paper	-	114	68	-	-	182	154	28
Paper board	3	3,769	2,424	5	25	6,226	6,225	1
Building paper board	21	1,844	4,297	2,363	2,459	10,984	10,972	12
Wet machine board	-	425	22	-	-	447	423	24
Converted paper	-	3,880	9,445	-	30	13,355	11,070	2,285
Yarn & thread	14	618	1,059	-	5	1,696	1,542	154
Cordage, twine & rope	1	27	4,462	1	35	4,526	4,509	17
Broad woven fabrics	22	1,034	246	-	2	1,304	1,252	52
Special con. fabrics	2	162	48	-	1	213	93	120
Other fabrics	-	787	973	-	-	1,760	849	911
Misc. Tex. Fab. mats	-	18	18	-	1	37	27	10
Animal oils & fats	-	10	96	40	-	146	146	-
Fish & marine oils	-	-	3	26	24	53	53	-
Veg. oils and fats	-	29	74	2	1	106	106	-
Oils, fat, waxes A & G.	-	75	148	-	1	224	222	2
Gum, wood & veg. extract	-	614	327	176	42	1,159	1,150	9
Chemical elements	-	888	8,930	17	13	9,848	9,803	45

ROAD (continued)

COMMODITY	DEADWEIGHT BY REGIONS IN LONG TONS						U.S. CONSUMPTION TOTAL	LEAKAGE 1/TONS
	ATLANTIC	QUEBEC	ONTARIO	PRAIRIES	BRITISH COLUMBIA	TOTAL		
In acid & ox. compounds	-	95	40,758	1,759	7,787	50,399	50,393	
In cases & met. oxides	942	5,049	3,742	-	559	10,292	10,290	
Met. salts in acid	-	4,618	11,641	1,008	2,572	19,839	19,778	61
In org. chemicals	-	642	5,320	-	40	6,002	4,880	1,122
Phenols, E.A. & D.	-	64	224	-	-	288	246	42
Organ chemicals	2	6,275	40,107	642	366	47,392	45,923	1,469
Fertilizer & fer. mate.	4,440	22,720	82,060	11,820	46,120	167,160	167,140	20
Insect & Rod. cides	1	38	57	18	6	120	49	71
Adhesives	39	134	33	-	8	214	204	10
Plastics & Syn. Rubber	2	503	10,861	7	6	11,379	9,843	1,536
Plast. shapes & forms	1	1,864	2,311	4	38	4,218	1,337	2,881
Dyes, P.L.T.	-	32	44	-	-	76	67	9
Paint & products	-	61	185	1	21	268	227	41
Indust. chem. & Ex.	-	369	1,430	8	13	1,820	1,634	186
Gasoline	-	83	2	113	23,062	23,260	23,260	-
Fuel oil	-	2,286	203,692	6,171	17	212,166	212,166	-
Lub. oil & greases	-	15	3,748	52	-	3,815	3,811	4
Core	-	414	2,268	-	-	2,682	2,682	-
Petrol & coal prod.	100	550	436,00	215,00	80,00	737,50	729,50	800
Ferro. alloys	-	4	1,462	-	-	1,466	1,458	8
Primary iron & steel	-	4,465	9,435	-	2	13,902	13,902	-
Castings & forgings	5	793	68,052	33	166	69,043	61,886	7,157
Bars & rods, steel	17	3,973	11,360	8	157	15,515	15,363	152
Steel, P.S.S.	20	2,008	71,019	898	164	74,109	71,947	2,162
Struct. S. & S.P.	472	2,824	1,504	3	561	5,364	5,326	38
Rails & track mate.	-	40	833	-	4	877	868	9
Iron, steel, pipe tubes	7	291	4,688	4,078	2,625	11,689	10,767	922
Iron, steel, wire rope	4	661	2,459	14	200	3,338	3,243	95
Aluminum & alloys	2	15,742	4,344	2	412	20,539	17,887	2,652
Copper & alloys	2	4,054	9,368	9	1,483	14,918	12,643	2,275
Lead & alloys	117	8	625	38	111	893	834	59
Nickel & alloys	-	27	52,082	1,446	19	53,574	51,627	1,947
Prec. met. inc. alloys	-	206	83	-	13	302	302	-
Zinc & alloys	-	396	578	1	219	1,794	1,794	-
Non-ferrous, M.&A.	-	2,645	10,643	8	1,750	15,046	14,913	133
Wire fencing S. & N.	3	538	878	-	7	1,426	1,401	25
Abrasive products	-	30	58,645	-	-	58,675	58,675	-
Convey. ele. equip.	24	248	2,834	410	2,626	6,212	5,878	334
Bolts, nuts & B.H.	372	4,946	12,094	46	946	18,404	18,036	368
Valve & Pipe fittings	8	3,036	1,942	60	20	5,066	3,894	1,172
Metal, fab. basics	2,008	27,220	22,896	4,444	1,492	58,060	49,216	8,844
Clay bricks & tiles	78	268	856	240	962	2,404	2,374	30
Glass basic products	16	30	1,188	4	6	1,244	1,224	20
Asbestos & as. cement	2	796	662	18	30	1,508	1,324	184

ROAD (continued)

COMMODITY	DEADWEIGHT BY REGIONS IN LONG TONS						U.S. CONSUMPTION TOTAL	LEAKAGE L/TONS
	ATLANTIC	QUEBEC	ONTARIO	PRAIRIES	BRITISH COLUMBIA	TOTAL		
Cement & concrete	288	744	780	2,224	36	4,072	4,068	4
Non-met. min. prods.	6	848	2,838	22	122	3,836	3,816	20
Mis. fab. mats.	8	1,410	3,638	392	116	5,564	4,416	1,148
In. mach. gp	17	1,978	14,365	216	1,642	18,218	15,573	2,645
Boring maching	29	2,202	6,251	326	597	9,405	7,381	2,024
Met. work. mach.	1	1,222	5,835	8	304	7,370	6,758	612
Spec. indust. mach.	432	7,030	24,106	638	1,992	34,198	31,471	2,727
Soil prep. mach.	76	100	2,500	670	196	3,542	3,340	202
Cul. crop prot. mach.	16	46	912	4,128	102	5,204	5,122	82
Harvesting mach.	62	70	3,156	6,934	14	10,236	10,086	150
Dairy farm mach.	-	26	1,241	2	11	1,280	1,247	33
Agric. machinery	25	67	531	786	56	1,465	1,433	32
Tractors	78	84	158	454	36	810	806	4
Railway roll. stock								
Motor vehicles	33	2,497	100,431	2,399	237	105,597	94,672	10,925
Ships & boats	592	9,704	11,436	34	778	22,544	15,818	6,726
Aircraft	7	368	212	12	4	603	544	59
Other vehicles	14	1,700	11,578	314	26	13,632	13,520	112
Rubber tyres tubes	-	344	3,846	12	3	4,205	2,314	1,891
Comm. equipment	25	3,442	5,224	44	114	8,849	7,845	1,004
Domestic equip.	5	320	1,575	36	54	1,990	1,787	203
Food cook equipment	1	20	361	7	2	391	271	120
Electrical equipment	-	319	1,286	32	104	1,741	1,374	367
Dom. laundry equip.	-	61	200	-	-	261	37	224
Misc. elect. equip.	3	20	237	15	12	287	264	23
Mens. lab. equip.	2	804	2,101	24	107	3,038	2,613	425
Furniture & equipment	62	909	1,219	36	139	2,365	2,307	58
Tools & cutlery	1	36	1,342	4	4	1,387	784	603
Off. mach. & equip.	-	427	6,006	1	1	6,435	4,982	1,453
Misc. equipment	20	236	748	14	10	1,028	893	135
Clothing	10	2,832	921	295	372	4,430	4,244	186
Footwear	4	588	101	3	7	703	687	16
Toilet preps.	-	21	199	2	22	244	207	37
Jewel silver	-	-	1	-	-	1	1	-
Watches, clocks	-	-	8	-	-	8	1	7
Sports equip.	-	1,272	1,354	11	68	2,705	2,644	61
House furnishings	1	10	242	1	1	255	228	27
Kitchen ware	2	178	117	3	2	302	270	32
Household & per. equip.	1	410	383	1	5	800	738	62
Medical products	-	332	214	1	5	552	253	299
Opthal goods	-	2	150	-	-	152	134	18
Printed matter	7	1,212	1,854	214	95	3,382	3,240	142
Office supplies	-	77	415	5	23	520	438	82
Photographic goods	-	19	1,105	2	1	1,127	740	387
Musical instruments	-	212	77	-	7	296	296	-
Firearms & ammo.	7	311	746	3	1	1,068	1,021	47
Containers	80	495	2,594	173	304	3,646	3,273	373
Misc. end prod.	71	1,756	4,906	284	1,000	8,017	7,125	892
Spec. trans.	111	256	2,166	1,348	259	4,140	4,045	95

ROAD (continued)

COMMODITY	DEADWEIGHT BY REGIONS IN LONG TONS				BRITISH COLUMBIA	TOTAL	U.S. CONSUMPTION TOTAL	LEAKAGE L/TONS
	ATLANTIC	QUEBEC	ONTARIO	PRAIRIES				
	597,955	930,760	1,777,551	386,656	373,089	4,066,011	3,968,417	97,594
LEAKAGE BY AREA, L/TONS					U.S. Consumption U.S. Leakage total		3,968,417 97,594 4,066,011	L/tons L/tons L/tons
	14,352	22,340	42,665	9,281	8,956	97,594	= 2.40023%	

* Source: D.B.S. # 65-206. - Converted from value in dollars to D.W.T.
1965

TABLE V - 10 - b

DEADWEIGHT ANALYSIS, BY REGIONS OF PRODUCTION OF CANADIAN DOMESTIC GOODS
EXPORTED INTO THE U.S. BY RAIL. ALSO, U.S. CONSUMPTION TOTAL AND "LEAKAGE"

RAIL.

COMMODITY	DEADWEIGHT BY REGIONS IN LONG TONS						U.S.	LEAKAGE
	ATLANTIC	QUEBEC	ONTARIO	PRAIRIES	BRITISH COLUMBIA	TOTAL	CONSUMPTION TOTAL	L/TONS
Cattle	-	318	671	11,121	267	12,377	11,750	627
Sheep	-	1	134	-	-	135	134	1
Swine	-	-	13	12	-	25	18	7
Horses	-	-	-	15	14	29	29	-
Poultry	-	-	40	-	1	41	39	3
Fur Animals	-	-	-	-	2	2	-	-
Other Live Animals	-	-	8	6	-	14	14	-
Meat, F.C.F.	-	356	1,645	2,551	-	4,552	4,508	44
Meat, C.	-	21	269	3	-	293	293	-
Meat, R.C.N.C.	-	1	3	5	-	9	6	3
Meat, M.F.C.	-	-	29	-	-	29	-	29
Fish, W.D.F.	6	985	412	233	145	1,781	1,731	-
Fish, W.D.F.	11	681	3,214	154	437	4,497	4,490	7
Fish, F.F.C.	2	133	102	17	-	254	254	-
Fish, F.F.F.	31	113	810	371	49	1,374	1,374	-
Fish, S.S.S.	1	63	300	13	6	383	383	-
Fish, S.D.	147	3	93	2	-	245	194	51
Fish, P.	72	1,568	529	-	-	2,169	2,114	55
Fish, C.	316	1,565	3,261	37	14	5,193	5,193	-
Shellfish	493	-	40	-	-	533	459	74
Other F.F.F.	3	1	196	1	1	202	202	-
Dairy Produce	-	-	1	-	-	1	1	-
Eggs	-	-	19	-	-	19	-	19
Honey	-	-	188	69	116	373	366	7
Cereals, U.	4,412	22,937	28,212	1,956	6,368	63,885	63,776	109
Cereals, M.	9	3,302	32,044	4,599	5,276	45,310	34,712	10,598
Bakery Products	-	498	1,647	11	-	2,156	2,156	-
Macaroni	-	31	6	-	-	37	36	1
Other Cereals	34	-	411	72	3	520	518	2
Fruits, Berries, F.C.	-	109	196	6,087	1,170	7,562	6,578	984
Fruits, Berries, F.	-	94	28	-	172	294	294	-
Fruit Juices, C.	-	-	-	-	-	-	-	-
Fruit, D.F.N.C.	51	-	-	-	-	51	51	-
Fruit, P.C.	10	-	1	-	822	833	833	-
Nuts, Not Oil Nuts	-	-	-	-	-	-	-	-
Vegetables, F.C.	22,525	8,498	5,813	764	1,044	38,644	38,457	187
Vegetables, F.	18	-	136	-	-	154	154	-
Vegetables, D.P.N.C.	150	-	-	-	-	150	150	-
Vegetables, V.J.C.	-	-	648	-	-	648	440	208
Pickles, S.D.	-	1	93	-	-	94	1	93
Sugar, M.S.	-	1,379	8,749	-	-	10,128	10,128	-
Sugar, F. & C.	-	161	32	-	-	193	193	-
Cocoa, Chocolate	-	1,864	94	-	-	1,958	1,958	-
Coffee	-	-	-	-	-	-	-	-
Tea	-	-	36	-	-	36	36	-
Spices, S.H.S.S.	-	-	4	-	-	19	15	4
Vinegar	-	15	-	-	-	-	-	-
Margarine, S.L.	-	-	41	-	-	41	-	41
Soup, Not Infant S.	-	-	1	-	-	1	-	1
Infant Foods	-	-	16	-	-	16	24	-
Frozen Food, P.C.P.	-	8	1,605	14	-	1,619	1,619	-
Food Mats, P.	-	-	-	1	176	217	217	-
Other Foods, P.	-	40	-	-	-	441	441	-
Hay, Forage, Straw	20	354	49	18	-	441	441	-
Cereals, G. & B.P.	146	52,747	59,256	19,111	15,203	146,463	146,239	224
Oil Seed Cake, Meal	-	625	75	-	80	780	780	-
Foods of Vegetable Origin	-	18,645	45,697	4,681	5,346	74,369	73,771	598
Foods, Animal Origin	5,047	992	9,066	1,948	10,549	27,602	27,602	-
Foods & C.	-	35	127	-	-	162	144	18
Non-Alcoholic Beverages	-	-	-	-	-	-	-	-
Farm. Al. Beverages	-	11	55	-	56	119	119	-
Dist. Al. Beverages	-	5,419	11,480	807	2,587	20,293	20,171	122
Tobacco, Un.	-	11	1,189	-	-	1,200	353	847
Tobacco, Man.	-	3	-	-	-	3	-	-
Hides & Skins	-	501	2,192	393	1,048	4,134	3,941	193
Fur Skins	-	19	-	19	-	38	-	-
Tankage	-	-	1,216	1,071	-	2,287	2,287	-
Feathers, Q. & B.	-	-	26	-	-	26	26	-
Am. Mats. in Drugs	-	-	1	-	-	1	1	-
Am. Mats. Crude	-	23	181	-	-	204	204	-
Seeds, Sowing	-	69	1,940	2,236	18	4,272	4,272	-
Oil Seeds, Nuts, K.	-	-	5,448	1,135	9	6,592	6,592	-
Nurs. Green Stock	-	25	10	3	195	241	241	-
Medical Herbs	-	16	18	-	-	34	34	-
Natural Rubber, Gum	-	-	18	-	-	19	19	-
Nat. Gum & Resins	-	-	-	-	-	-	-	-
Crude Veg. Mats. in	748	50,041	42,033	18,132	8,434	119,388	119,388	-
Logs, Round & Square	234	21	6,915	2	-	7,172	7,172	-
Bolts, Wooden	10	-	-	-	-	10	10	-
Round Timber	-	1,288	9,027	20,216	3,802	34,333	34,333	-
Pulpwood	56,643	16,722	491,710	20,624	-	585,704	585,704	-

RAIL (Continued)

COMMODITY	DEADWEIGHT BY REGIONS IN LONG TONS						U.S. CONFIRMATION TOTAL	LEAKAGE 1/TONS
	ATLANTIC	QUEBEC	ONTARIO	PRAIRIES	BRITISH COLUMBIA	TOTAL		
Wood Mats, Crude	667	15,453	19,600	9,287	773	45,890	45,707	188
Wool, Animal Hair	-	664	120	-	58	744	744	-
Animal Hair, Fibre	-	115	626	-	-	741	737	4
Cotton	-	600	105	-	-	704	704	-
Veg. Tex. Fibres	-	78	544	76	-	658	658	-
Synthetic Fibres	-	1,121	637	-	-	1,809	1,741	67
Iron Ore, Con. Scrap	1,565	8,210	1,301,041	4,735	4,400	1,320,060	1,320,060	-
Alum. Ores, Scrap	19	1,907	13,261	291	1,161	16,539	16,410	129
Copper Ore, Con. Scrap	-	-	1,675	222	1,499	4,510	4,510	-
Lead Ore, Con. Scrap	-	-	2,103	3,013	24,300	29,416	29,416	-
Nickel Ore, Con. Scrap	-	-	8,761	-	1	8,840	8,778	62
Pres. Met. in O.C.S.	-	2	41	7	106	156	156	-
Zinc Ores, C. & S.	-	9,375	147,265	5,520	27,077	189,237	188,937	300
Other Met. Ores.	-	157	10,812	484	189	11,642	11,351	291
Coal	41,300	-	567	8,861	19,783	70,407	70,407	-
Crude Bit. Subs.	-	-	67	3,017	-	3,084	3,080	4
Asbestos, Unman.	-	219,221	529,247	2,093	7,813	556,372	545,963	10,409
Clay & Other Ref. M.	-	2,961	1,259	-	-	4,220	4,220	-
Abrasives	-	-	75	-	-	75	75	-
Sand & Gravel	5,411	1,579	1,029	-	214	5,223	5,223	-
Stone, Crude	-	29,113	14,673	-	40,114	92,499	92,499	-
Crude Non-M. Mats.	30	335	21,165	14,775	28,660	64,465	64,465	-
Waste & Scrap Mats.	843	26,692	38,685	6,780	10,295	92,395	82,285	10,110
Leather & L. Fab.	-	3	171	3	-	175	37	138
Fur Dressed & Fab.	-	1	-	1	4	3	3	-
Rubber Fab. Mats.	-	1	116	-	-	118	11	107
Lumber	19,230	376,762	2,230,716	1,587,615	406,899	4,621,222	4,621,222	-
Railway Ties	28	367	45	-	-	440	440	-
Sawmill Products	610	48,080	51,480	107,910	95,510	303,590	303,310	280
Veneer Plywood	110	19,235	129,090	1,145	6,915	156,495	156,425	70
Millwork	-	45	220	930	370	1,585	1,585	-
Other Wood Mats.	85	430	710	405	820	2,510	2,500	10
Wood Pulp	170,320	436,765	899,756	243,565	137,903	1,888,328	1,888,019	309
Printing Paper	16,518	982,153	1,509,803	367,541	290,805	3,166,820	3,153,479	13,341
Fine Paper	-	222	114	-	-	336	320	16
Tissue & San. Paper	-	30	621	46	998	1,595	576	1,019
Wrapping Paper	-	302	5,857	731	-	6,890	6,890	-
Spec. In & C. Paper	-	385	69	-	-	454	454	-
Superboard	-	445	1,822	-	125	2,392	2,392	-
Building Paper B.	19	9,496	14,613	13	16,972	41,113	41,113	-
Met Machine Board	-	-	217	-	-	217	217	-
Converted Paper	-	280	165	5	20	470	435	35
Yarn & Thread	-	20	18	-	-	38	38	-
Cord, Twine & Rope	-	271	14,591	18	-	14,880	14,880	-
Knud Woven Fabrics	-	636	-	-	-	636	636	-
Spec. C. Fabrics	-	-	-	-	58	58	58	-
Other Fabrics	-	24	8	-	-	32	32	-
Misc. Tex. Fab. Mats.	-	26	-	-	-	26	26	-
Animal Oils & Fats	-	-	94	129	-	223	223	-
Fish & Marine Oils	24	240	55	74	228	597	597	-
Veg. Oils & Fats	-	22	116	1	-	139	139	-
Oils, Fats, Waxes, A & V	-	77	643	-	-	720	720	-
Gum, Wood & Veg. Extract	-	5,637	5,536	1,710	-	12,903	12,846	57
Chemical Elements	2,406	29,072	4,431	-	-	35,909	35,855	54
In. Acid & Ox. Comps.	-	244	27,948	-	1,609	29,801	29,801	-
In. Bases & M. Oxides	-	1,782	4,762	116	10,638	17,298	17,298	-
Met. Salts in. Acid	-	13,984	39,517	57,993	18,028	129,522	125,003	4,519
Inorg. Chemicals	-	402	616	-	2	1,020	998	22
Phenols, E.A. & D.	-	513	1,415	-	243	2,971	2,358	613
Organ. Chemicals	-	10,645	68,830	1,629	-	81,104	76,832	4,272
Fert. & Fert. Mats.	26,040	41,100	644,200	474,260	471,140	1,657,640	1,657,640	-
Insect & Rod. Clides	-	-	-	-	-	-	-	-
Adhesives	-	32	27	31	17	107	74	33
Plastics & Syn. Rubber	-	337	17,365	415	-	18,117	17,911	206
Plast. Shapes & Forms	-	5	61	1	1	68	68	-
Dyes, P.L. & T.	-	126	18	-	-	144	144	-
Paint & Products	-	6	8	1	2	17	16	1
Indust. Chem. & Ex.	-	155	2,367	24	136	2,692	2,692	-
Gesoline	-	-	-	29	-	29	29	-
Fuel Oil	-	166	781	393	1,191	2,531	2,531	-
Lub. Oil & Greases	-	42	271	-	-	313	313	-
Coke	-	47	11,001	-	63,680	74,728	74,728	-
Petrol & Coal Prods.	-	6,700	69,650	210,550	60,600	347,100	347,100	-
Ferro Alloys	-	90	11,991	-	-	12,081	11,981	100
Prim. Iron & Steel	-	16,137	91,049	40,774	14,240	162,164	162,164	-
Castings & Forgings	-	477	10,477	-	14	11,068	10,958	110
Bars & Rods. Steel	-	160	10,840	31	637	11,668	10,877	791
Steel, P.S.S.	-	5	222,707	-	701	223,413	223,413	-
Struct. S. & S.J.	-	42	5,614	-	2,523	8,179	7,777	402
Rails & Truck Mats	-	463	6,201	6	484	7,154	7,154	-
Iron, Steel, Pipes, Tubes	-	-	24,468	50	2,197	27,125	27,125	-
Iron, Steel Wire Rope	12	418	299	-	24	743	640	103

RAIL (Continued)

COMMODITY	DEADWEIGHT BY REGIONS IN LONG TONS						U.S.	LEAKAGE L/TONS
	ATLANTIC	QUEBEC	ONTARIO	PRAIRIES	BRITISH COLUMBIA	TOTAL	CONSUMPTION TOTAL	
Aluminum & Alloys	-	124,272	158,101	6,311	12,090	300,774	299,374	1,400
Copper & Alloys	-	42,391	22,969	-	531	65,891	65,548	343
Lead & Alloys	-	829	23	20,008	7,329	28,189	28,189	-
Nickel & Alloys	-	756	47,807	337	-	48,900	48,754	146
Prec. Met. Inc. Alloys	-	-	42	-	-	42	42	-
Zinc & Alloys	-	5,145	29,441	42,425	3,625	80,636	80,583	53
Non-Ferrous, M. & A.	-	5	533	790	-	1,328	1,249	80
Wire Fencing, S & N.	-	368	291	-	-	659	659	-
Abrasive Products	-	25,521	136,624	96	-	162,241	160,919	1,322
Convey. Ele. Equip.	-	116	406	4	18	544	518	26
Bolts, Nuts & B.H.	76	76	1,190	32	2	1,376	526	850
Valves & Pipe Fittings	-	10	104	-	2	116	112	4
Metal Fab. Basics.	44	4,312	9,228	332	176	14,092	13,516	556
Clay Bricks & Tiles	2	2,242	4,550	8	240	7,042	6,864	178
Glass Basic Products	-	-	4	-	2	6	6	-
Asbestos & As. Cement	-	712	316	-	-	1,028	993	30
Cement & Concrete	-	24	20	240	16	300	283	12
Non-Met. Min. Prods.	-	48	3,200	26	1,796	5,070	4,702	368
Mis. Fab. Mats.	-	1,008	692	36	10	1,746	1,558	188
In. Mach. O. P.	37	220	3,582	278	11	4,128	2,906	1,222
Baking Machinery	-	67	1,721	96	211	2,095	1,664	431
Met. Work. Mach.	-	21	1,876	-	-	1,897	1,000	897
Spec. Indust. Mach.	-	2,425	5,068	37	164	7,694	6,089	1,605
Soil Prep. Mach.	18	142	56,530	20	-	56,750	54,684	2,076
Cul. Crop. Prot. Mach.	4	72	20,472	136	68	20,712	20,348	364
Harvesting Mach.	24	46	64,206	412	-	64,688	60,422	4,266
Dairy Farm Mach.	-	8	37	-	-	45	45	-
Agric. Machinery	-	13	151	13	3	180	169	11
Tractors	-	-	286	-	-	286	236	50
Railway Roll. Stock	25	120	2,806	69	-	3,020	1,190	1,830
Motor Vehicles	144	291	37,275	7	123	37,840	8,304	29,536
Ships & Boats	12	54	568	4	22	660	400	260
Aircraft	-	7	100	-	-	107	106	1
Other Vehicles	-	140	17,366	-	-	17,506	17,054	452
Rubber Tires, Tubes	-	82	415	-	-	497	333	164
Comm. Equipment	-	374	599	1	2	976	922	54
Domestic Equip.	-	8	1,875	-	-	1,883	1,819	64
Food Cook. Equip.	-	-	75	-	-	75	75	-
Elect. Equip.	-	16	868	1	-	885	524	361
Dom. Laundry Equip.	-	55	53	-	-	108	55	53
Misc. Elect. Equip.	-	3	8	1	-	12	5	7
Mech. Lab. Equip.	-	331	218	11	7	567	523	44
Furniture & Equip.	-	50	151	14	11	226	223	3
Tools & Cutlery	-	1	25	-	2	28	25	3
Off. Mach. & Equip.	-	13	115	-	-	128	118	10
Misc. Equipment	-	5	52	-	-	57	54	3
Clothing	-	58	165	35	33	291	281	10
Footwear	-	3	25	-	-	28	27	1
Toilet Props.	-	-	12	3	13	28	28	-
Jewel Silver	-	2	-	-	-	2	2	-
Watches, Clocks	-	-	-	-	-	-	-	-
Sports, Equip.	-	7	60	1	1	69	69	-
House Furnishings	-	5	150	1	1	157	157	-
Kitchen Ware	-	10	10	1	2	23	17	6
HH & Per. Equip.	-	63	29	-	-	92	92	-
Medical Products	-	7	3	-	-	10	9	1
Opthal. Goods	-	2	6	-	-	8	8	-
Printed Matter	-	174	195	28	16	413	391	22
Office Supplies	-	2	16	3	-	21	21	-
Photo. Goods	-	4	33	1	-	38	27	11
Musical Instruments	-	-	23	-	-	23	23	-
Firearms & Ammo.	-	29	315	-	-	344	344	-
Containers	-	93	584	19	49	745	715	30
Misc. End Prods.	-	852	467	156	286	1,761	1,296	465
Spec. Trans.	-	6	869	131	174	1,180	1,170	60

374,917 2,731,422 2,482,172 1,247,741 1,872,072 17,805,197 17,648,910 156,287

U.S. Consumption 17,648,910
Leakage 156,287
Total 17,805,197

Leakage by Area, L/Tons 3,290 23,949 83,231 29,385 16,472 156,287

SOURCE: D.B.S. No. 65-206. - Converted from Value in Dollars to D.W.T.
1965

ALL LONG TONS

of the cargoes. Further, the U.S. Government will receive a portion of this increase through taxation.

One Canadian port estimates its revenue per short ton of cargo to be 8.54¢. On that basis, Canadian ports in 1966 were deprived of approximately \$36,313 of revenue due to leakage.

Let us now turn our attention to what the Montreal locals 375, 1657, and 1552 lost or gained by the strike. Assuming there to be some 3,500 longshoremen in Montreal it can be calculated that over the thirty-eight day strike at their old base rate of \$2.63 per hour and assuming they would have worked eight hours per day with no overtime, the strike cost them \$2,798,320 or approximately \$800.00 per person. If they had accepted the last offer by the Federation prior to the strike however they would have received 25¢ per hour for the thirty-eight days plus 10¢ per hour retroactive to January 1, 1966. Since they had worked 672,353 man hours prior to the strike that means they would have received an additional \$67,235 in retroactive pay plus \$3,064,320 for the thirty-eight days for a total of \$3,131,555. However they forewent that increase gambling that after a strike they would come out "better off" in the long run.

In the final terms of settlement the members received 40¢ retroactive to January 1, 1966 for all hours worked prior to the strike for a total of \$268,941.

Further it has been calculated from the daily work sheet that

the men made \$3,418,535 at time and one half, \$326,537 at double time, \$16,407 at triple time and \$5,059,942 at regular time after the strike. When the retroactive pay is added to this the total amounts to \$9,090,362 for 1966.

Assuming the level of activity anticipated for the year to approximate that of 1965, let us compare the 1965 earnings to those of 1966. In 1965 the longshoremen earned \$5,500,897 at regular time (base rate \$2.63), \$3,279,392 at time and a half, \$341,195 at double time and \$10,193 at triple time for a grand total of \$9,131,677. It may be noted that the total income of longshoremen in 1965 exceeded that paid to them in 1966 by \$41,315.

However the number of man hours worked under the various headings varied as follows:

COMPARATIVE MAN-HOURS BY RATE 1965-1966			
Rate	1965	1966	Difference
Regular time	2,091,596	1,669,948	- 421,648
1½	832,333	752,153	- 80,180
2	64,866	53,884	- 10,982
3	1,292	1,805	+ 513

Assuming the pattern of activity in the port would have been the same in 1966 as it was in 1965 had there not been a strike, one can estimate that had the longshoremen accepted the 25¢ per hour and not gone

on strike, collectively they would have earned \$10,004,265. However, by electing to go on strike they only received \$9,090,362 or \$913,903 less than they would have realized had they not gone on strike. This means that on an individual basis the men on the average failed to realize approximately a \$261 increase in their wages for 1966.

This however does not mean that they lost this amount. As was pointed out above they collectively earned \$41,315 less in 1966 than in 1965 and so one might say that they lost about \$11.80 per man by going on strike.

Even if one considers their unrealized earnings as lost because of the strike, it becomes evident that it will only take them 59 working days at the increased rate to make this up. Thus it is reasonable to conclude that over the duration of their contract, the longshoremen came out "better off" than they would have had they not gone on strike. Another point to consider is that during the next negotiations their base is much higher than it would have been without the strike.

In conclusion then one must say that the persons who suffered most because of the strike immediately were on the management side. However, the cost will undoubtedly be passed on to the shipper and thence to the consumer although the effect may not be evident for some time. It is safe to say that this increase of 30% will not reverse the inflationary spiral; in fact it will probably add to it even if only a small amount.

Perhaps the main reason for the concern which this dispute

aroused may be attributed to two factors:

1. Expo '67' construction could have been seriously retarded by a further delay, and
2. the usual political and economic pressure exerted by Red China and Russia to get the wheat moving again.

For the future it appears highly probable that the forthcoming negotiations will terminate in a strike situation. Renegotiations do not normally require the presence of the International President, Mr. Gleason. However, the Toronto Locals 1842 and 1869 have requested that Mr. Gleason and his staff economists in New York make themselves available. Mr. Gleason has agreed since his agreements are not up for renegotiation at this time.

At present it appears that Mr. Gleason's intention over a ten to fifteen year period is to consolidate all I.L.A. contracts on the North American continent and eventually obtain a single contract extending from the Canadian Lakehead to Texas. One might suspect that, apart from personality differences which exist within the union, the physical and climatic differences present in Canada would prevent such an agreement.

In October, 1967, Mr. Gleason advanced the suggestion that he with the assistance of his staff economists in New York would prepare a brief for presentation to the Shipping Federation of Canada which would set out the Union's proposals relating to the payment of a royalty on containers and a guaranteed wage. Further he indicated that when agree-

ment on these major issues, which are designed to cover the seven Canadian ports, is reached matters peculiar to the individual ports would be negotiated separately.

The problem which apparently exists in the uniform contract proposal is that Mr. Gleason does not fully comprehend the complexities and nuances which dominate the Canadian scene. Our ports are in fact very different from those on the U.S. Eastern Seaboard. The U.S. ports are open all year round as are Halifax and St. John in Canada, but they are farther advanced insofar as technological improvements are concerned. The remainder of the Canadian ports covered by I.L.A. agreements operate on approximately a nine month schedule. Thus the differences in the length of the season alone may play an important role in stevedoring operations.

Until the intervention of Mr. Gleason the prime issues for the forthcoming negotiations were, and to a large degree still are, containerization, unitization and job security. The first issue has been somewhat confused now by the proposal for a royalty to be applied to containers. Other issues which may precipitate a strike will be examined in connection with the recent Picard Commission's recommendations.

